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HAPPINESS:
MUSIC
LOVE
AND
GOOD EYESIGHT.
Lazarus
M. O'NEILL'S ROAD CORRAL.
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The Hongkong Telegraph.

Firestone Motor Cars
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FOUNDED 1861 六拜禮 號式 (英港香) SATURDAY FEBRUARY 2, 1924. 日八廿月二

BRITAIN RECOGNISES SOVIET.

DEBT AND PROPAGANDA QUESTIONS.

FULL TEXT OF BRITISH NOTE.

(Reuter's Service.)

London, February 1.

Britain has recognised Soviet Russia. The British Note invites the Russian Government to send to London at the earliest moment representatives armed with full powers to discuss matters like the existing Treaties, the settlement of mutual claims, the restoration of Russia's credit, the propaganda question, and to draft the preliminary bases of a complete Treaty to settle all outstanding questions.

The Full Text.

Later.

The text of the Note of to-day's date, communicated to the Russian Government by the British Trade Representative, Mr. Hodgson, declares:—

I have the honour, by direction of my Government, to inform your Excellency that they recognise the Union of Socialist Soviet Republics as the *de jure* rulers of those territories of the old Russian Empire which acknowledge their authority. In order, however, to create the normal conditions of complete friendly relations and full commercial intercourse, it will be necessary to conclude definite practical agreements on a variety of matters, some of which have no direct connection with the question of recognition and some of which on the other hand, are intimately bound up with the fact of recognition.

In the latter category may be cited the question of existing Treaties. His Majesty's Government are advised that the recognition of the Soviet Government of Russia will be according to the accepted principles of international law and automatically bring into force all the Treaties concluded between the two countries previous to the Russian Revolution, except where these have been denounced or otherwise juridically lapsed. It is obviously to the advantage of both countries that the position with regard to these Treaties should be regularised simultaneously with recognition.

Although technically unconnected with recognition, but clearly of the utmost importance, are the problems of the settlement of existing claims by the Government and nationals of one party against the other and the restoration of Russia's credit. It is also manifest that genuinely friendly relations cannot be said to be completely established so long as either party has a reason to suspect the other of carrying on propaganda against its interests and directed at the overthrow of its institutions.

In these circumstances His Majesty's Government invite the Russian Government to send to London at the earliest possible moment representatives armed with full powers to discuss these matters and to draw up the preliminary bases of a complete Treaty to settle all questions outstanding between the two countries. In the meantime I have been given the status of a Chargé d'Affaires, pending the appointment of an Ambassador and His Majesty's Government will be glad similarly to receive a Russian Chargé d'Affaires representing the Government of the Union at the Court of St. James.

GOVERNMENT'S OIL SHARES.

AN IMPORTANT EXPLANATION.

London, February 1.

The Burmah Oil Company has issued a statement denying the assumption that the sale of the Government's Anglo-Persian Oil Company shares would have resulted in throwing the control of the Anglo-Persian Company into foreign hands and jeopardising the Navy's supply of liquid fuel. It declares that the consequences would have been, and were intended to be, exactly the contrary. The proposal to sell these shares to the Burmah Oil Company in such a way as to secure British control of the new group, consisting of the Burmah, Shell and Royal Dutch Companies, was mainly intended to remove the weaknesses and dangers of allowing the British Navy to rely so greatly upon a single oilfield in Central Asia. The result of the proposal would have been that the amount of British controlled oil on which the Navy supplies are based would have been vastly extended and the great Royal Dutch organisation would have been controlled from London instead of Holland.

The scheme proposed to include the Burmah Oil Company, enlarged by the acquisition of the Government's Anglo-Persian shares, as a third shareholder in the division of interests between the Shell and Royal Dutch groups, and the result would be to give the two British companies an assured permanent majority in the group. Guarantees were to be given that this arrangement should not be impaired by subsequent arrangements, thus preventing the creation of a monopoly of the oil markets of the world by any future combination of oil companies.

ICE HOCKEY CONTESTS.

AMERICA AND CANADA IN FINAL.

Chamonix, February 1.

At ice hockey, Czechoslovakia defeated Switzerland by 11 goals to 2.
At ice hockey, Canada defeated Britain by 19 goals to 2.
The United States beat Sweden by 20 goals to nil, earning the right to meet Canada in the final. On Sunday, Britain and Sweden play for third place.

ESPIONAGE SENTENCES.

Leipzig, February 1.

The Supreme Court has sentenced a woman to ten years' hard labour on a charge of espionage on behalf of France and a German student accomplice to six years.

PETROL INCREASED IN PRICE.

London, February 1.

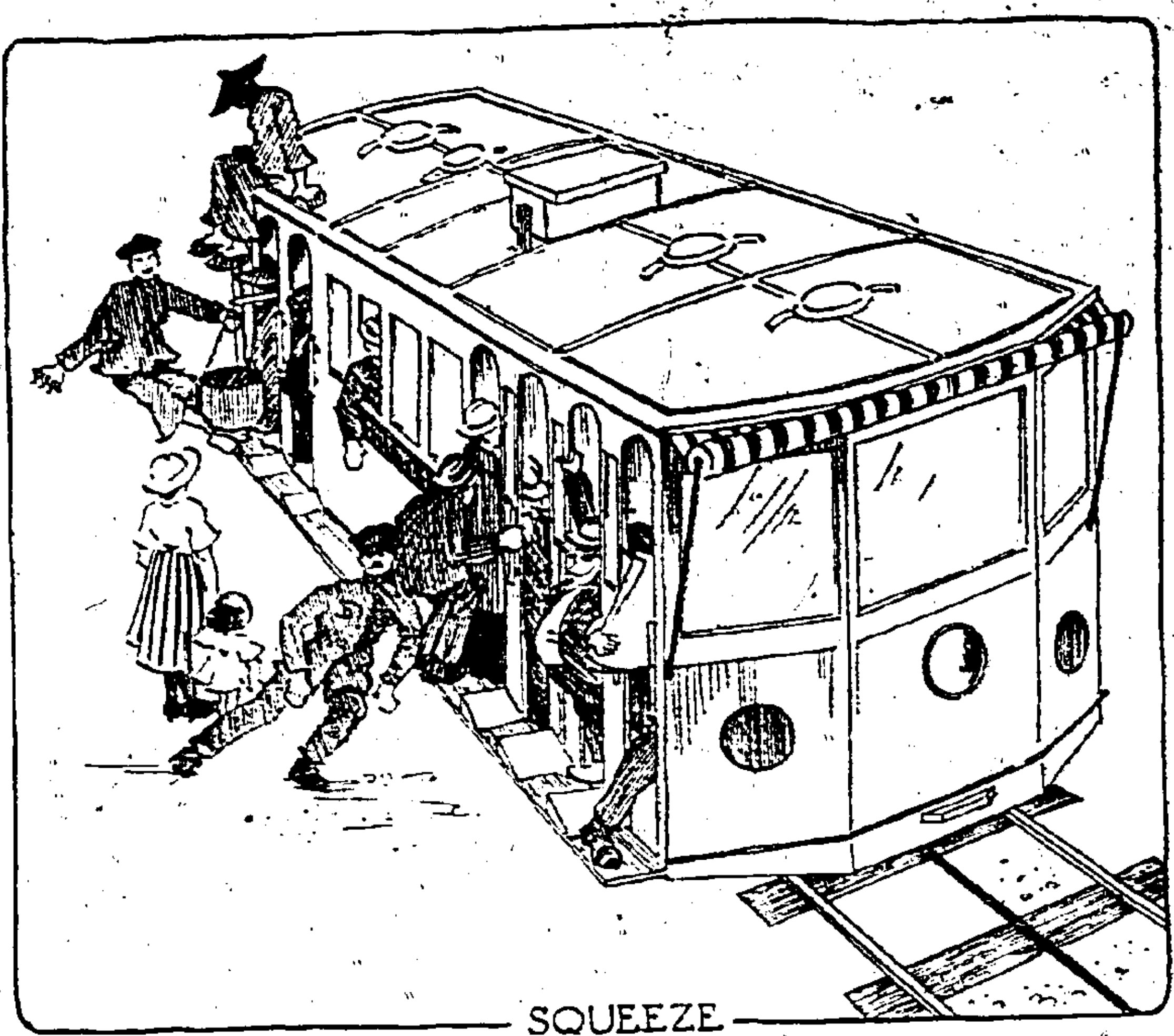
The price of petrol has been increased by 4½d. to 1s. 11d. per gallon.

STERLING RATE RISES.

London, February 1.

Starting on New York has recovered to 4.31 7/8.

TO THE PEAK OF THEIR DESIRE.



SQUEEZE

THE RACES.

TRAFFIC REGULATIONS.

The following traffic regulations during the coming Races are notified:—

I.—All Vehicles going to the Races at Wong-Nei Chung will proceed via Queen's Road East, Arsenal Street, Praya East, Percival Street, Leighton Hill Road, and round the Happy Valley via Wong-Nei Chung Road to the entrance gates. Vehicles will return to town via Morrison Gap Road and Queen's Road East.

II.—Passengers will alight from and board trams at:— (1) the main public entrance gate and (2) the members' entrance gate only.

III.—Trucks and persons carrying large burdens will not be permitted west of Percival Street or east of Murray Road between the hours of 10 a.m. and 7 p.m.

IV.—Pedestrians must not walk on the footpaths, and not on the roadway.

V.—Vehicles must proceed at a slow speed in the vicinity of the Racecourse.

VI.—Vehicles will be parked in the vicinity of the Racecourse as directed by the police on duty.

VII.—Owners of dogs are requested not to allow their dogs to go near the Racecourse, as any dog found straying without a collar with the name and address thereon of its owner is liable to be destroyed.

"GLOBE TROTTERS."

MUSICAL COMPANY COMING.

"The Globe Trotters Musical Company" are shortly to appear at the Star Theatre, Kowloon, in programmes of mirth, music, melody, dances, comedy and burlesques. The Company is eight in number and they are stated to create an atmosphere of happiness wherever they appear. They came out to India last year and have played in all the leading theatres.

The *Statesman* (Calcutta) says of them:—"The Globe Trotters are certainly a merry and bright show, with plenty of comedy in it; all the ensemble work is very neat, which is what a concert party should aim at."

With the Company is Mr. Jack Crichton, the popular comedian who was with the last big show brought out East by the late Mr. Maurice Bandman. He will be remembered locally for his fine performances in "Brain Pie," "Buzz Buzz," and the sketch "Disorderly Room."

The booking for the Company will be at Montrose.

TO AID L24 FUND.

"PHARIES" AT THEATRE ROYAL.

The first of two concerts by the "Pharies" party from the Titania and 4th Submarine Flotilla was given in the Theatre Royal last night, in aid of the fund for dependents of victims of the L24 disaster off Portland. There was a large gathering, comprising many civilians besides Naval men, and everyone was well entertained and the concert was voted a great success.

There were delightful topical allusions, vocal contributions of a high order, and concerted items which exhibited much talent, and the artists were repeatedly applauded. A cinema burlesque entitled "Shaughbaled" was one of the most popular offerings. The orchestra of H. M. S. Ambrose, under Mr. C. J. Davis, gave excellent renderings during the interval.

The "Pharies" consist of:— Messrs. J. T. Thomson, W. G. Ball, R. Bates, A. H. George, A. G. Flock, C. M. Cain, R. M. Goodier, R. Colley and E. J. Callaghan. Mr. W. White was the accompanist, and the topical verses were composed by Messrs. W. D. Gibb and W. G. Ball. The lighting effects were carried out by Messrs. A. Horswell, E. May and D. Doran. There will be another concert this evening in the Theatre Royal, and apart from the worthy cause in view patrons will be sure of an enjoyable time.

COUNTRY BUMPKIN.

LOSES OVER \$1,300.

The circumstances under which a new arrival from the country lost a large sum of money which he had brought here for trading purposes, constituted an invitation for the larceny, according to a view expressed by the inspector who took on record a case reported at his station yesterday. It appears that a man, who had come here to deal on stationary, brought a sum of \$1,325, which he carried in a black handbag. He was out with this money yesterday, but, remembering that he had forgotten to bring away some documents, he retraced his steps to the house where he put up at Queen's Road West. After the fashion of a country bumpkin, he left the handbag in the street, thinking to come back for it, but when he returned he found that some thief smarter than he had spirited it away. He has reported to the police, but the latter are unable to help him.

HONGKONG IMPORTS.

EFFECT OF INDIAN STRIKE.

The fortnightly Price Current and Market Report, published by the Hongkong General Chamber of Commerce, states:—

Cotton Piece Goods and Fancy Cotton Goods.—Since our last report some business has been done in Blacks, Cashmeres, Low Venetians, Brocades, Coatings etc., at improved rates. There is a demand for blankets but offers do not admit of business, being much below home cost. We have not heard of any sales of greys and whites. The home market appears very firm.

Cotton Yarn.—During the interval, a moderate business has been put through at an advance of \$2 per bale. At the close, the tone of the market is firmer, owing to the strike of mills in India. Quotations are:—No. 10s. \$220/245. No. 12s. 235/248. No. 16s. \$245/260. No. 20s. \$225/250. Arrivals nil. Shipments nil. Sales 1,500 bales. Unsold 8,500 bales. Bargains 2,000 bales.

Woolens.—The market is very quiet, little business being done.

Raw Cotton.—There are no sales to report, and quotations are purely nominal. Indian descriptions at \$53 68. Chinese staple at \$55/70.

Metals.—Market quiet and steady.

Flour Market Report.—Stock: 700,000 bales. Market: Quiet. Quotations.—American Patent, \$3.60 per sack; America Straight, \$2.85; American Cut off, \$2.95; Australian No. 1, \$2.90.

Saltpetre.—Very quiet, owing to the approaching Chinese festivals.

CHINESE AFFAIRS.

DIRECTOR OF UNIFICATION.

Peking, Jan. 31.—A mandate was issued last evening appointing Lu Yung-ting Shui Tuli of Kwangsi, and Lin Chun-ting Tupan of frontiers, affairs at Chinchow and Lien-chow in Kwangsi, the latter having expressed his willingness to vacate his post of Tuli of Kwangsi in favour of his former chief.

It is reported on good authority that, in order to overcome the war menace in Chekiang and Fukien, Sun Ching-fang will be given the post of Tuli of Kwangsi, while Tsai Cheng-hsun will be given a post at Peking.

General Chang Shao-tseng arrived at Peking this morning on the invitation of the President to take up the post of Director of Unification.

ANGLO-AMERICAN FRIENDSHIP.

CORDIAL SPEECHES AT DINNER TO AMBASSADORS.

MR. RAMSAY MACDONALD ON THE PRINCE OF WALES.

(Reuter's Service.)

London, February 1.

The Prince of Wales, Mr. Ramsay Macdonald and Mr. J. H. Thomas were amongst the distinguished persons attending the Pilgrims' Dinner, presided over by Lord Desborough, given in honour of the new American Ambassador, Mr. Kellogg, and the newly appointed British Ambassador to Washington, Sir Esmé Howard.

His Majesty the King, sending a message acknowledging their greetings, said he trusted the occasion would prove another happy link between the two great English-speaking nations. Mr. Macdonald, proposing the health of Mr. Kellogg, declared that the whole nation was standing with held breath awaiting further news of Mr. Wilson. The relations between the United States and Britain had never been better, and he prayed they would long continue so.

Continuing, the Premier said America and Britain wanted no alliance and no documents. They were prepared to stand side by side not in a political alliance but in human fellowship, to help each other to advance the cause of humanity (cheers). Incidentally he declared, the category of Ambassadors was manifestly and worthily represented in the person of His Royal Highness the Prince of Wales. (Prolonged cheers.)

Mr. Kellogg, responding, said he believed one of the greatest services the United States and British Empire could perform for the world was to set an example of fair and broad-minded statesmanship in international dealings, and maintain the sacredness and inviolability of treaties. He would do everything possible to maintain the closest and most friendly relations with His Majesty's Government and the English people.

EX-PRESIDENT WILSON SERIOUSLY ILL.

A SUDDEN TURN FOR THE WORSE.

Washington, February 1.

Ex-President Wilson, who has recently been suffering from a digestive disorder, became decidedly worse to-day. The physician's bulletin says:—"Ex-President passed a restless night and lost strength. During the night he took a sudden turn for the worse. I regard his condition as very serious."

"I Am Ready."

Later.

Ex-President is Wilson is still conscious, but very weak and only able to converse in whispers. He told his doctor:—"You've done the best you could, but I'm a broken machine adding with a rally of his failing strength," but I am ready."

The House of Representatives has suspended its debate as a token of respect.

(Reuter's American Service.)

THE U.S. OIL LEASE SCANDAL.

Washington, February 1.

It is announced that a subpoena will be issued for Mr. Fall's appearance before the Investigation Committee, the physicians appointed by the Committee being of opinion that he is in a condition for examination. The Committee has received from Mr. Doherty a portion of a note for \$100,000, which witness stated was Mr. Fall's.

Washington, February 1.

The House of Representatives has passed Senator Walsh's resolution directing the President to sue for the annulment of the Doherty and Sinclair oil leases.

(Other Telegrams on Page 2.)

DAY BY DAY.

A Chinese was sent yesterday to the Government Civil Hospital suffering from injuries received by being knocked down by a tramcar at Connaught Road West.

A prostitute, living at No. 32 Woosung Street, was taken to the Kwong Wah Hospital in an unconscious condition resulting from an attempt to commit suicide by taking an overdose of opium.

A Reuter message received as we go to press announces that in the by-election for the City of London, due to Sir F. G. Banbury's elevation to the Peerage, Sir Vansittart Bowater (Conservative) polled 12,962 and Mr. Henry Bell (Liberal) 5,325.

CUSTOMS OFFICIAL KILLED.

Peking, Feb. 1.—A telegram from Meng-Tai reports that the Acting Commissioner stationed at the Szemao customs, Mr. Abel, was stabbed to the heart and killed by his cool after an altercation.

BOY STEALS TRAIN.

Down Hill And Off The Line.

Running off with a special passenger train to see a football game, because he had no money to pay his fare, was the exploit of an 18-year-old boy, Denver Gump, who lives in the town of appropriately named town of Brave, a little community in the mountains of Pennsylvania.

The train, on the Morgantown and Blacksville Railroad, was standing ready to take spectators to a match (at Morgantown, West Virginia), between the Washington and Jefferson College and the West Virginia University.

While the train men were away at dinner, young Gump jumped on to the locomotive's footplate and started the engine. Next instant the train was whizzing at terrific speed down the mountain side quite out of the control of the amateur driver.

Its momentum slackened as the gradient changed, but not enough to prevent the engine hurdling the rails and turning over. Gump did not see the football game. Instead, he went to hospital with a broken head.

About 25,000 worth of damage was done to the engine and line.

TO-DAY.

Closing Exchange 2s. 15 1/8. Temperature 70°.

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EARLIER TELEGRAMS.

U.S.-CANADA CONVENTION.

Washington, Feb. 1.
After three hours debate on the Ottawa convention between the
United States and Canada based on a conference held recently, it was
agreed that the convention would shortly be signed. The main pro-
vision is that the Canadian Customs officers shall notify the respon-
sible United States officials of the clearance of all liquor laden
vessels leaving Canada where there is reason to believe that such
cargoes are destined to be smuggled into the United States. Notifica-
tion is also to be sent of all loads of liquor taken from warehouses
in Canada when it is suspected that its destination is the United
States. Canada is to be accorded the right to transport liquor to
Yukon Territory across Alaska.—*Reuter's American Service.*

GERMAN FINANCE.

Berlin, Feb. 1.
The second committee of experts, whose task is to investigate
the flight of German capital abroad, has arrived, and received the
Chairman and members of the Cabinet. The former assured the
committee of the Government's determination to facilitate their
arduous task. Mr. McKenna replied.A meeting of the committee was subsequently attended by repre-
sentatives of the Deutsche Bank, also Sir William Plender, and other
expert accountants.—*Reuter.*

RUSSIA AND BRITAIN.

London, Feb. 1.
The Daily News diplomatic correspondent says that the Russian
Government has informed the British Government of its willingness,
immediately upon recognition, to constitute a mixed commission for
examination of all outstanding questions, such as the Russian debts,
Anglo-Russian relations in the East, especially India and Afghanistan;
also trade schemes and Anglo-Russian treaties.—*Reuter.*

CANADIAN MINISTER TO WASHINGTON.

Toronto, Feb. 1.
The Prime Minister, Mr. Mackenzie King, referring to the
alleged appointment of Sir Arthur Currie as Canadian Minister to
Washington, says that the question of any such appointment whatso-
ever will not be considered during the current year, and the reports
evidently refer to old rumours.—*Reuter.*

U.S. CONGRESS ADJOURNS.

Washington, Feb. 1.
The Senate has adjourned without taking action on Senator
Robinson's resolution calling for the resignation of Secretary of the
Navy Edwin Denby.—*Reuter's American Service.*

INSTEAD OF SINGAPORE.

London, Feb. 1.
The Australian newspapers, on the assumption that the Singa-
pore scheme will be abandoned, discuss the likelihood that Australia
will establish a base at her own cost.—*Reuter.*

WOODROW WILSON ILL.

New York, Feb. 1.
According to the Times, ex-President Wilson is suffering from
digestive disorder. His physician reports that he is responding to
treatment, but his relatives and friends are quite anxious.—*Reuter.*

CHINESE FOOTBALLERS.

Wellington, Feb. 1.
The New Zealand Football Association is inviting a Chinese team
to tour the Dominion during the forthcoming season commencing at
the end of May.—*Reuter.*

HONGKONG DERBY.

THE CANDIDATES.

The race-back is on, and from
it we take the list of candidates
for the Hongkong Derby, to be
run on the second day, 21st inst.,
as follows:

Third Race.—The Hongkong
Derby: A Sweepstakes of \$20 each
with \$2,000 added. For China
Ponies, bona fide Griffins on date
of entry. First Pony to receive 70
per cent. Second 20 per cent.
Third 10 per cent. Weight for
inches as per scale. Ponies to be
ridden by jockeys who have won
at least 3 Official flat races in
Hongkong or China, or jockeys
approved by the Stewards. One
Mile and a half.

1. Mr. A. A. Alves' g. Musketeer,
13.1, 155 lbs.
2. Mr. A. A. Alves' d. Jadestone,
13.1, 155 lbs.
3. Mr. Bagram's g. Rifleman,
13.1, 155 lbs.
4. Mr. Bagram's d. Gimp, 12.2,
149 lbs.

5. Mr. E. Baston's b. Narcissus,
13.0, 152 lbs.
6. Mr. Bill's g. Sovereign Bill
(late Roman Eagle), 13.2, 153 lbs.
7. Mr. Bill's g. Silver Bill (late
Australboy), 13.2, 153 lbs.
8. Mr. H. Birkett's ch. Desert
Star, 13.2, 153 lbs.
9. Mr. A. H. Carroll's g. Silver
Leaf, 13.2, 153 lbs.
10. Lady Chater's b. The Wood-
pecker, 13.0, 152 lbs.
11. Mr. Cornsall's b. Epeus, 13.1,
155 lbs.
12. Mr. P. A. Cox's b. Phiggy,
13.1, 155 lbs.
13. Mr. Dyer's g. Loch Katrine,
13.0, 152 lbs.
14. Mr. Dyer's cr. Loch Spey,
13.1, 155 lbs.
15. Messrs. Dyer and Balch's
g. Grey Dragon, 13.1, 155 lbs.
16. Mr. Dynasty's b. King
Pippin, 13.1, 155 lbs.
17. Mr. Henry Humphreys' ch.
Dark Mouse, 14.0, 164 lbs.
18. Dr. F. H. Kew's ch. Moppke,
12.3, 149 lbs.
19. Messrs. Morris and Mar-
shall's b. Baronfield, 14.0, 164 lbs.
20. Messrs. Morris and Mar-
shall's ch. Courtfield, 13.1, 155 lbs.

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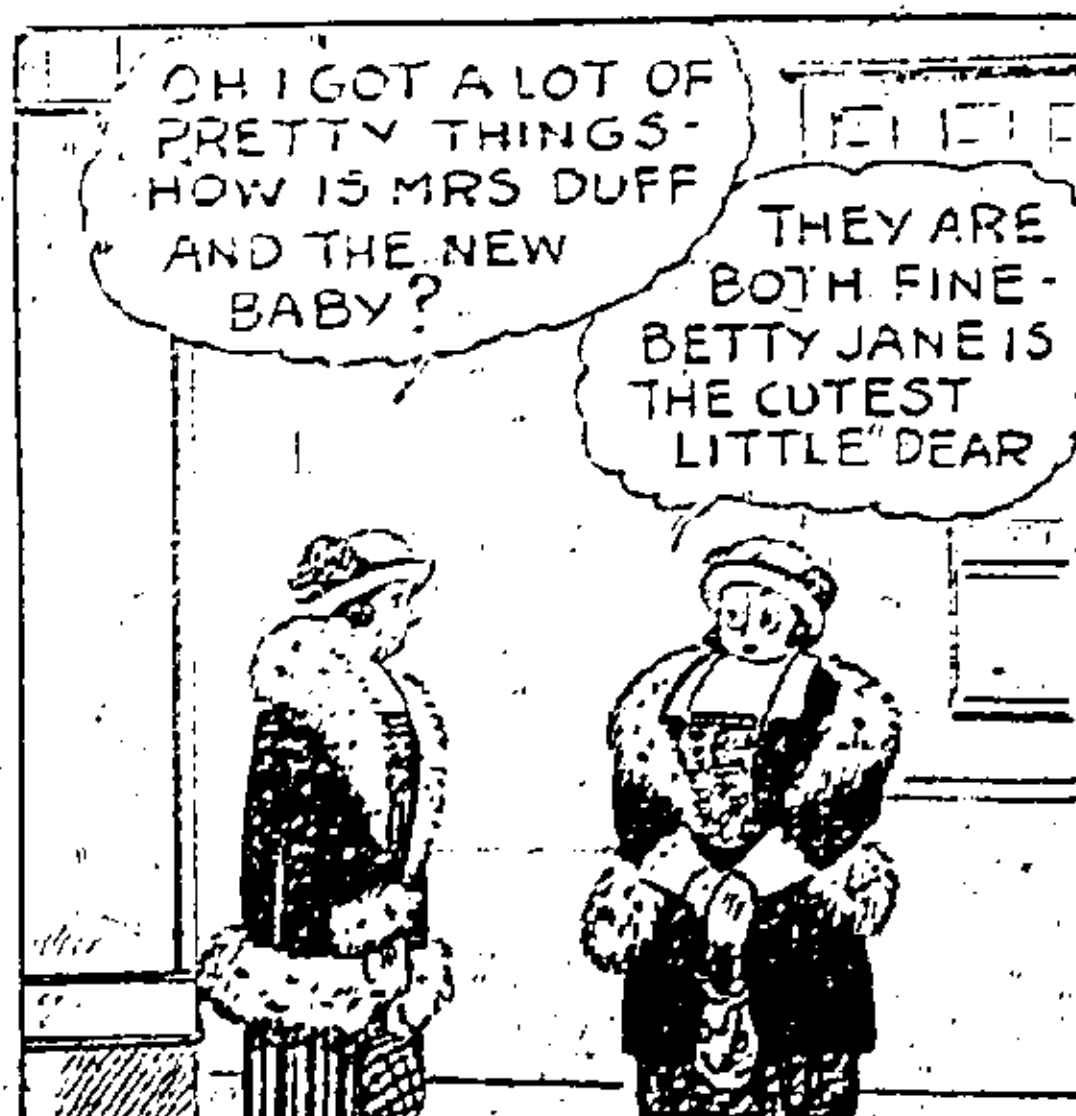
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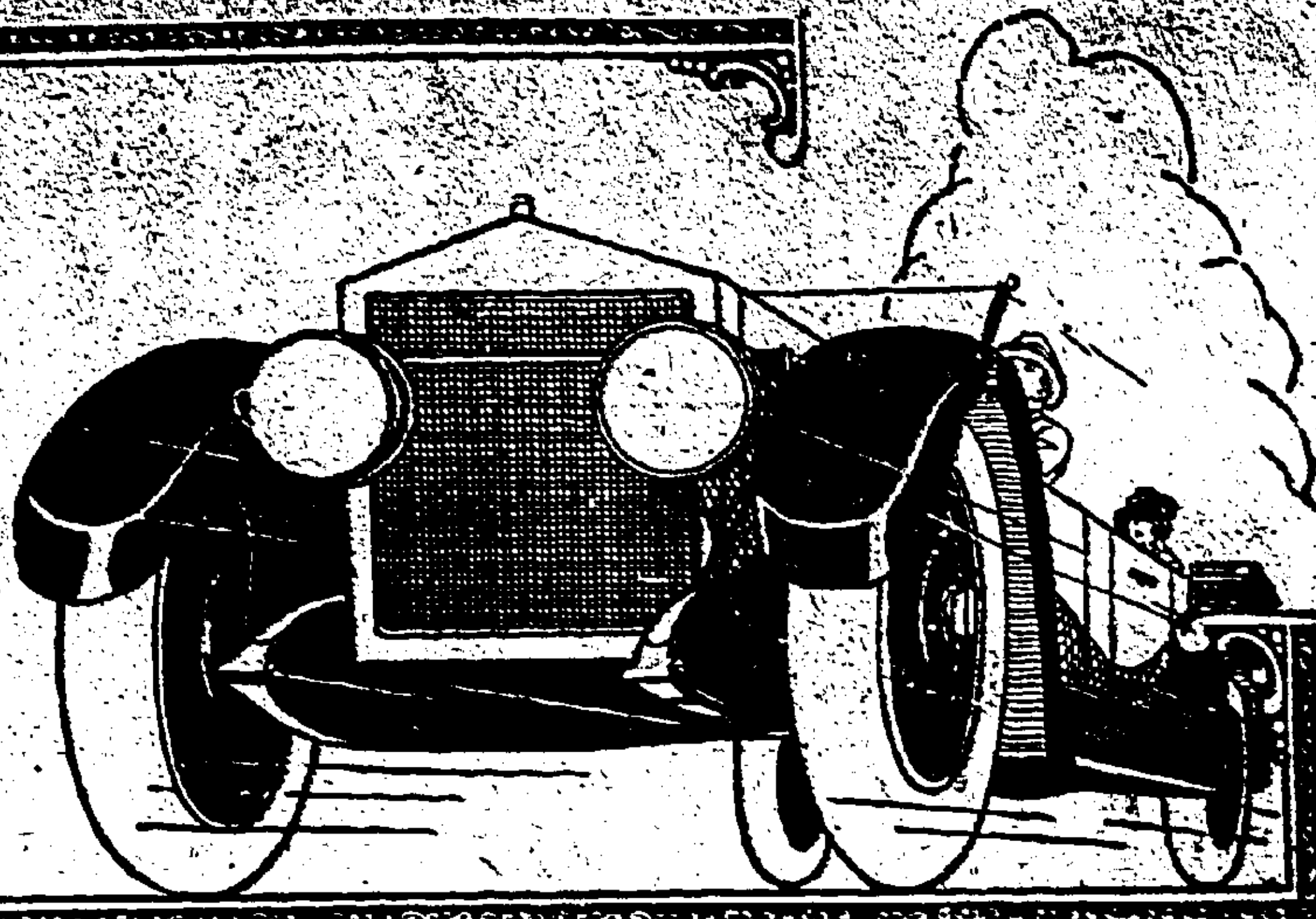
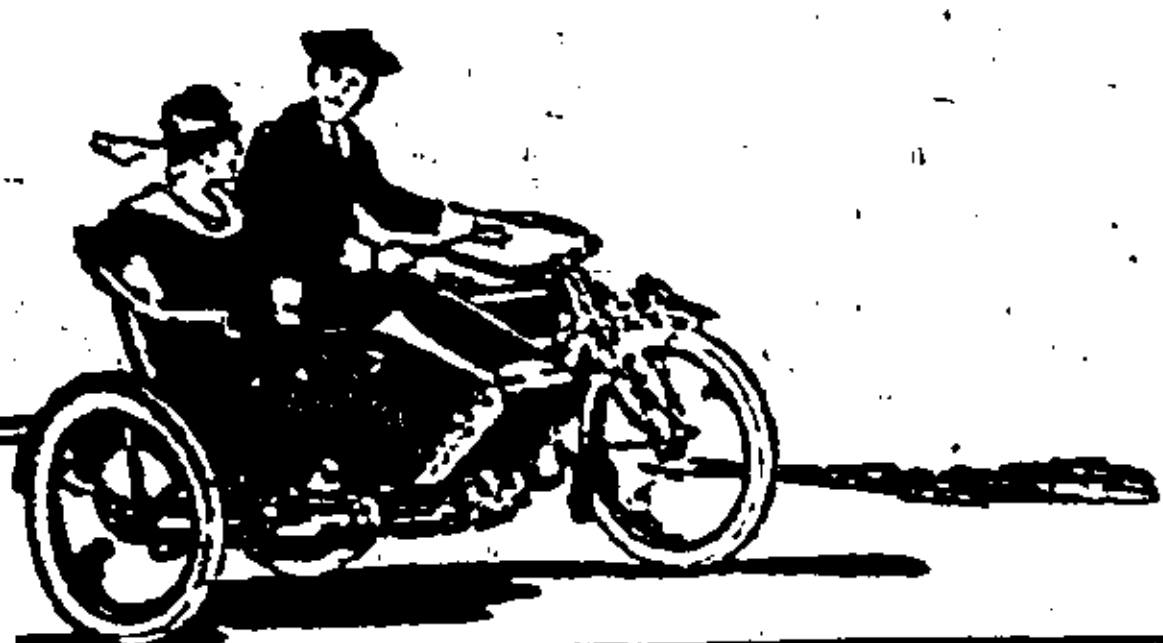
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MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
Saturday, the 2nd, February, 1924.

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

Local motorists tell us that there is a tendency amongst drivers in Hongkong to partially deflate their tyres in order to obviate skidding. With a view to ascertaining whether this practice is to be commended, we approached the local representative of the Dunlop Rubber Company (China), Ltd., who informed us that experience shows under-inflation to be one of the main causes of tyre trouble. In all tyres, the greatest friction occurs in the centre of the sidewall, and excessive flexibility in this part of the tyre increases the friction and consequent liability to tyre trouble. Owners should therefore pay particular attention to this matter and make sure that their tyres are at all times correctly inflated.

In this connection, we are informed that the correct inflation pressure for the various sizes of tyres generally in use are as follows:

Section	Maximum Tyre Load	Pressure
65 mm or 2 1/2"	350 lbs.	35 lbs.
80 mm or 3"	400 lbs.	40 lbs.
90 mm or 3 1/2"	500 lbs.	50 lbs.
105 mm or 4"	650 lbs.	60 lbs.
120 mm or 4 1/2"	800 lbs.	70 lbs.
135 mm or 5"	1000 lbs.	80 lbs.

We are also informed that under-inflation causes "drag" and this directly affects petrol consumption. As tyre and petrol are the principal items in economical car maintenance, the above question should be of vital interest to all car owners.

The Dunlop Rubber Company (China), Ltd., has now moved into new local offices, c/o Messrs. Shawan, Tomes and Company, where its stocks are located and whence delivery can be promptly effected. We understand that the Company now carries a comprehensive stock of cord motor-cycle covers, being the only Company locally able to supply tyres of this type.

If we are to believe a local motor-cyclist, Hongkong motorists are a long-suffering race. He says they put up with trucks and senseless pedestrians, and adds that the trams also are responsible for a multitude of motorists' blasphemies. In this connection, he writes: "They let their lines grow either three inches above or dip three inches below the road level, and these are a prolific source of solo skids. Their lines develop knife edges, which cut our tyres, and their coolies bound us off the road while they paint pretty white lines on the track."

Nowadays, says this correspondent, a run from Shaikwan to town is a very serious business, which might easily take from a half to a whole day. "We first of all strike that lovely patch by the Taikoo Sugar Refinery, where the P.W.D., the Trams and the Electric Company appear to be engaged in a fierce competition to see who shall have the honour of tearing up most of the road, with the result that the place looks like a shell-cratered No-Man's Land. Then we get to a red gate, which always seems to be down, and we watch innumerable trucks shoot by before the autocrat in charge lifts the gate and allows us to do a huge bound over the railway lines, which are at least six inches above the level of the road."

"We proceed," he continues, "until we reach North Point. Here they have some nasty, and most substantial gates, and a dusky gentleman inside regulates the truck traffic with a whistle and a red flag. After at least a quarter of an hour's wait, the gates lift and we bump into holes beside the rails. The next quarter-of-an-hour's stop occurs a hundred yards further on, where another system of flag and whistle signalling, combined with red gates, holds us up. Once past here, we get a clear run to the Yacht Club, where we encounter some more gates and railway lines about a foot above the road on the side."

"After this," says our motor-cyclist friend, "we can run straight to the Police Club, where the railway lines, instead of being above the road, dip into six-inch trenches. There are four of these trenches, and owing to their various twists and curves it is a miracle if a solo machine gets past without falling in and throwing the rider. Last of all, we come to dear old Queen's Road East, which is in a terrible state. I suppose the P.W.D. will one day attend to this road, which at present is nearly as bad as the Taikoo Sugar Refinery bit. Once free of this spot, all is well. But you can take my word for it that the motorist is indeed glad when he has come through this series of mazes in safety."

DODGE CARS.

Popular with the Public

It is evident from the expressions of buyers and prospective buyers that a decided improvement has been made in the riding qualities of Dodge Brothers motor cars. No one who calls at the sales rooms to inspect the new line misses an opportunity to sit in the deep and roomy seats and comment on their exceptional comfort. The seats and body are considerably lower than before, not only adding to riding ease but affording much more leg room. In addition the gear shift lever has been moved forward, giving a manual amount of room; the instruments have been grouped on an attractive panel, and the leverage of the clutch pedal has been altered in such a way that the slightest pressure of the foot accomplishes the purpose.

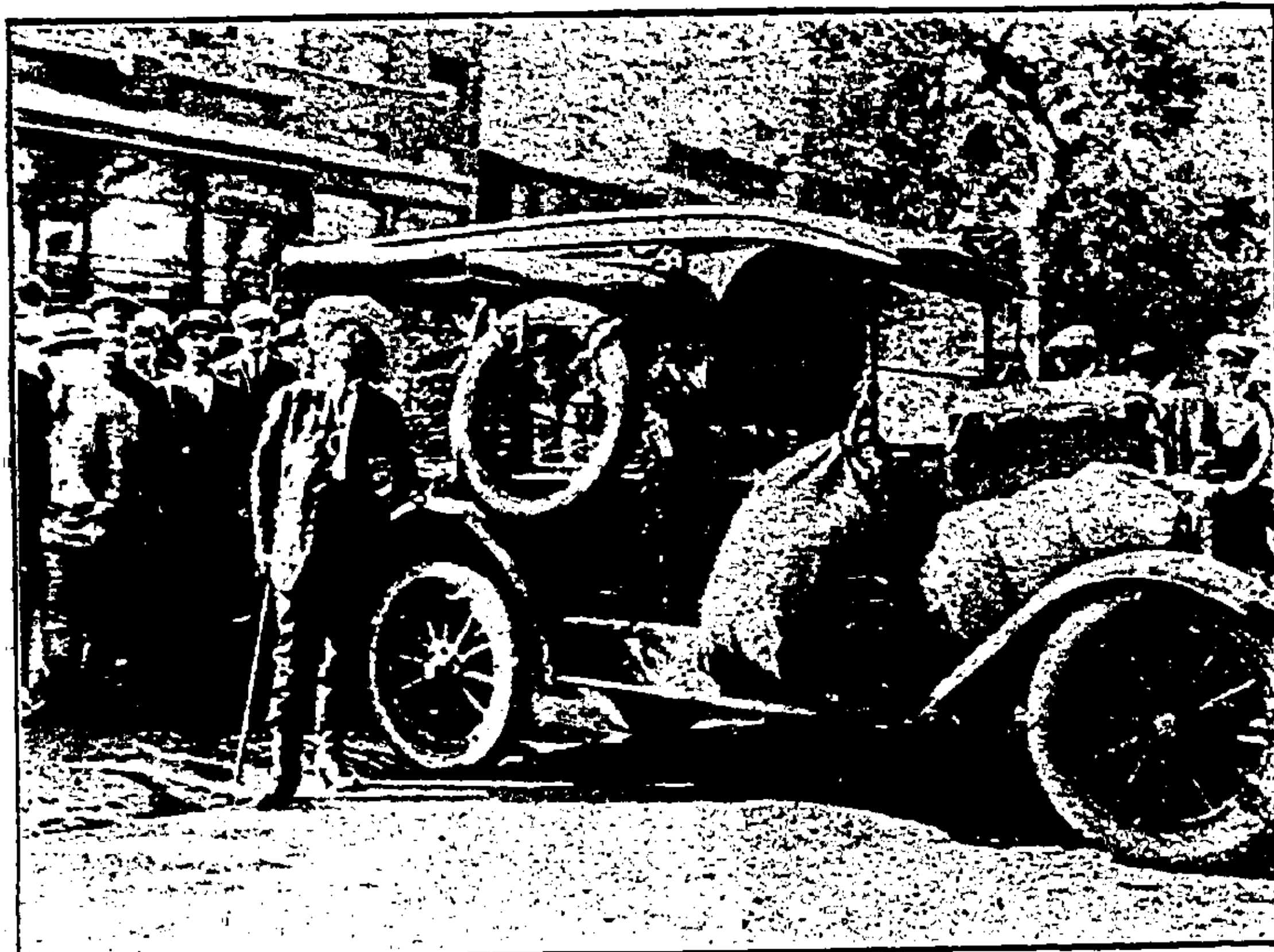
HOUSE ON WHEELS.

At Paris Motor Show.

One of the striking novelties of the Paris show was a large "automobile bungalow" built by Automobiles Industrielles Saurer. The wheelbase is 30-ft. Bedrooms for three people are provided, besides a bathroom, a kitchen with a good size range, and other conveniences. The driver sits in an armchair in the front room and controls a 60 horsepower engine, capable of propelling the vehicle at 40 miles per hour.

In contrast to this giant, priced at about \$13,500 (gold) was the little two-seater Santax, which sells for about \$285. This mid-size is 7-ft. long, has a single-cylinder 316 horse-power engine, three speeds, and is capable of 25 miles per hour and 60 miles to the gallon.

DODGE CAR USED TO TRANSPORT BEARS.



MR. R. B. Pearson, "Colonel Idaho Bill," who is seen above, rolled into the White House a few weeks ago to present President Coolidge with a brace of wild bears. He had them with him, outside in a Dodge Brothers screen commercial car. "Colonel Bill" has long made his home in the West, moving further and further into the wilds as settlement has forced him from his preserves. He now lives down in the mountains of Mexico, where he captured the bears that he gave to the President. President Coolidge enjoyed the presentation ceremony immensely. Known as a man who seldom smiles, he enjoyed the antics of the bears with all of the enthusiasm of a school boy. There is no doubt about the bears being wild. They carry numerous marks of combat with horses and cattle in the wilds of Mexico. Their spirit has in no way been subdued by their motor trip across country. They will be turned over to the National Zoological Park.

BATTERIES URGED.

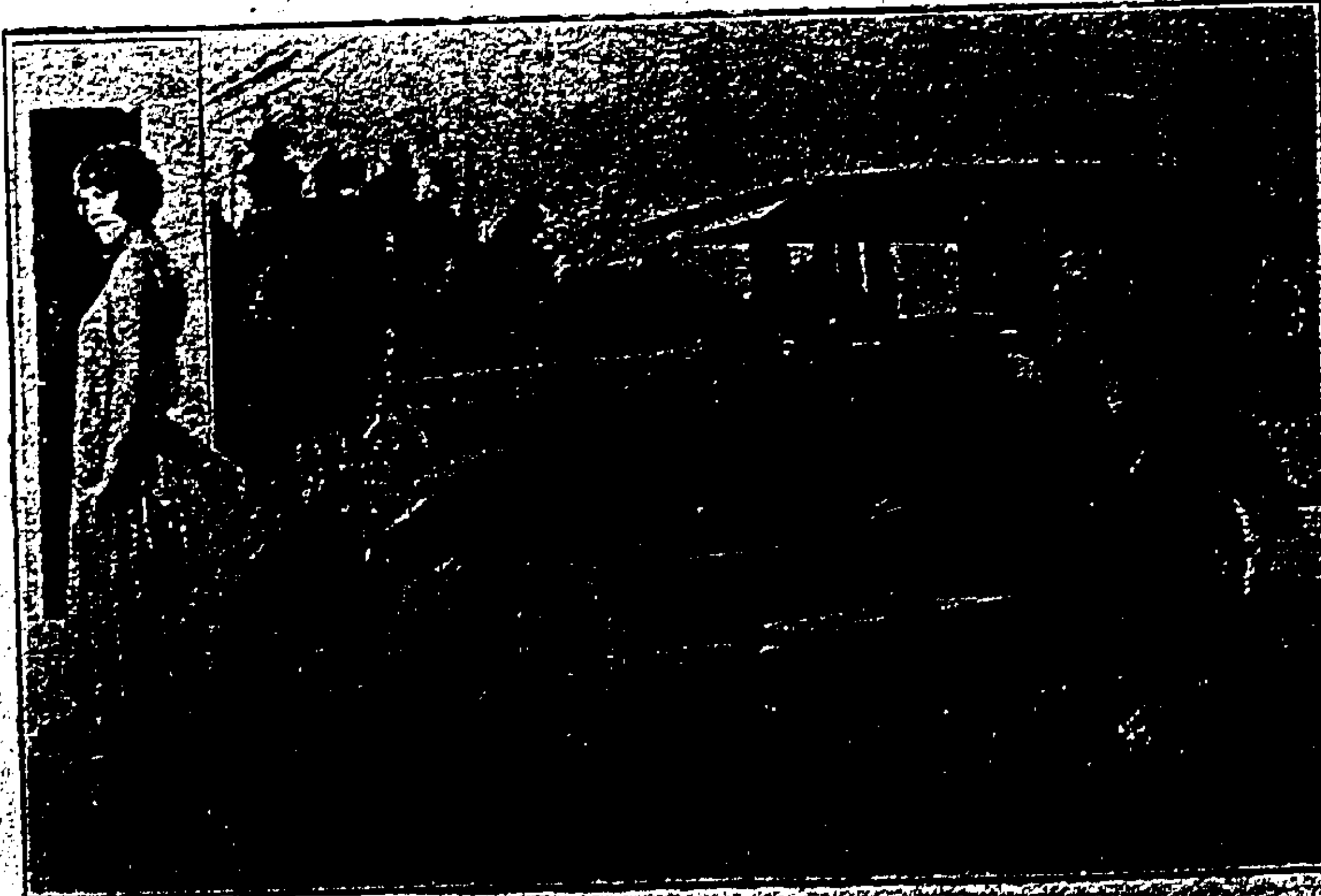
Benefit to Car Users.

The majority of members of the National Automobile Chamber of Commerce, U.S.A., feeling that the careful and intelligent users of cars throughout the world are best served if the full benefits resulting from standardization can be achieved, recommend the use of battery ignition on all automobiles shipped abroad after July 1, 1924.

Experience shows that battery ignition has proved successful in all territories where it has been used and it seems that the proper time has arrived to give to automobile users in all parts of the world the benefits that result from standardization on the modern system of ignition.

Servicing of batteries has greatly developed during the last few years as a result of better organization and supervising operations in most countries. It has become more accessible as well as more efficient; and facilities heretofore inadequate in outlying sections are to be materially improved in the very near future. As a result, the number of isolated places in which any possible inconvenience affects only a small number of users in extremely remote sections, will become more limited, whereas the marked benefits from standardization, that are derived in lower costs to a large number of owners of automobiles, immediately reflect the advantage batteries of regardless of locality and boundaries.

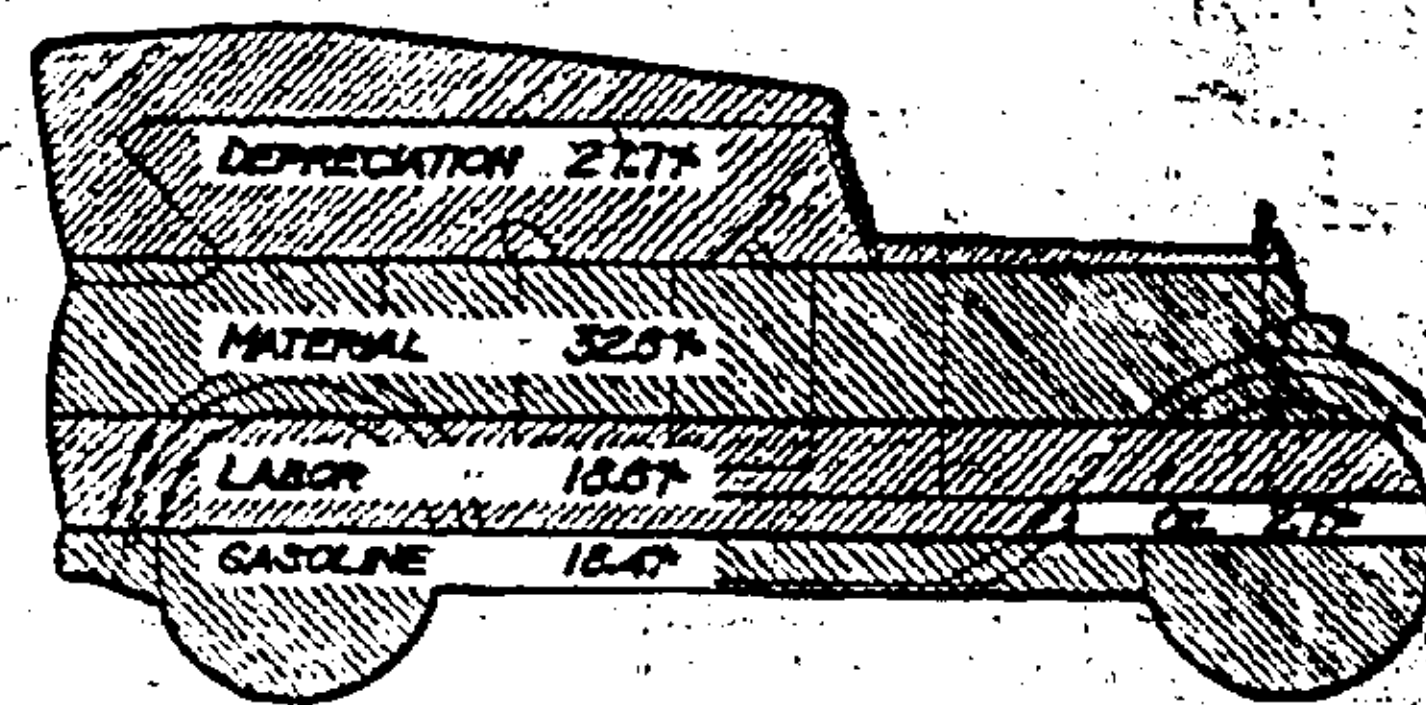
NOTED BEAUTY AND HER BUICK.



Miss Elizabeth W. Mallory, of Memphis, Tennessee, was the noted beauty who won the first prize in the Buick class at the recent Paris Motor Show as the most beautiful girl in America. She was driving a Buick when she won the prize. In the Buick class, she was the only woman to win a prize. She was also the only woman to win a prize in the Buick class. She was also the only woman to win a prize in the Buick class.

RUNNING COST OF A CAR.

Some Interesting Comparative Figures.



AREAS ON ABOVE FIGURE REPRESENT THE RELATIVE AMOUNTS PAID FOR THE FACTORS ENTERING INTO THE COST OF OPERATING A MOTOR CAR.

Here's a problem for psychologists. Every time the motorist buys gasoline to run his car, he incurs an additional expense of between four and five times that of the gasoline for the time that fuel is used. Yet, when the price of gas is raised—there's a howl.

A year's study of the various expenses entering into the total cost of operating an automobile has been completed by the Empire Companies, whose headquarters are at Bartlesville, Okla. A fleet of from 500 to 600 passenger cars and trucks are operated by these companies in the mid-continent, oil and gas fields.

Mr. E. L. Peck, superintendent of auto equipment, finds that the average cost, including depreciation, for these cars was approximately 10 cents a mile. Of this only 1.8 cents a mile was paid for gasoline, and 0.3 of a cent a mile for oil and other lubricants. That meant a cost of 7.9 cents a mile for operation, maintenance and depreciation of the automobile. Labour for repairing the cars amounted to 1.9 cents, while 3.2 cents went for repair material, including tires. The item of depreciation, which is often forgotten in figuring mileage cost, amounted to 2.8 cents a mile. This depreciation charge, accumulated over the life of the car, added to the amount received when the old car is sold, could be used to purchase a new car, Mr. Peck figures.

MOTOR-CYCLE LAW.

Appeal for Considerate Driving.

A poster, briefly explaining the law as it relates to brakes, silencers, number plates, and lights on motor-cycles, has been issued by the British Auto-Cycle Union, and copies have been sent to every member.

The union appeals to members, in their own interests and the interests of all motor-cyclists, to be sure that their machines are properly equipped in the above respects, and to drive at all times with care and consideration for others. It is pointed out that every motor-cycle must have two independent brakes in good working order, and each capable of locking the wheel to which it is applied. It is usual for one brake to act on the front wheel and the other on the rear wheel, but it is permissible for both brakes to act on the one wheel, front or rear, provided that they act independently of each other.

Exhaust "cut-outs" are illegal. A motor-cycle must be fitted with a silencer, expansion chamber, or other contrivance for reducing the noise. Even so, it is an offence to create too much noise. Rapid acceleration, sudden throttle closing, and "revving" in low gear or with free engine, are mentioned as being productive of noise, and generally unnecessary.

A front number plate and a rear plate must always be displayed. They may be of any shape, provided that they are large enough to display the regulation letters and figures with a certain (stated) amount of space to spare at the top and bottom, and must carry head lamps, and need not display a red rear light. The black space at the top and bottom of the plate must be of a certain width, and the sides of the plate must be of a certain width. The plate must be of a certain width, and the sides of the plate must be of a certain width. The plate must be of a certain width, and the sides of the plate must be of a certain width.

"SOME" BIKE.

ANOTHER "SOLE SPECIMEN."

We have received the following letter for publication in the Supplement:

Sir,—May I put forward my 8 h.p. "Bat" as a sole specimen in this Colony? It arrived soon after Moah, and as for travelling—why, I find it necessary to push it around corners and carry it through controls. It might be a little faster than this, but is certainly fast enough to convince the owner that he should sell it quickly to escape a horrible death. Only to-day my doctor told me that it is straining my heart by carrying the combination up through the Garden Road control. I shall find it hard to part with the old bike. One gets such a thrill after greasing the speedometer needle and filling up with \$300,000 U.P. to find one can simply fly past a taxi.

Yours etc.,
F. BAKER.

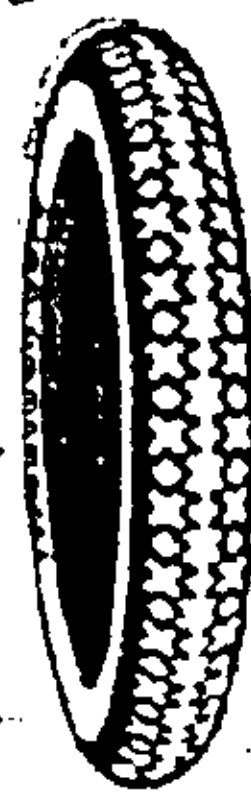
Hongkong, Feb. 1st, 1924.

vertical, or may be a double-faced plate set vertically in line with the machine so that it can be clearly read from each side. Number plates must not be allowed to become obscured. Alterations in the law as regards lamps, it is stated, may take place shortly. The present requirements are—Light head lamps one hour after local time of sunset; illuminate either front or rear number plate half an hour earlier; solo motor-cycles must carry head lamps, and need not display a red rear light. The combinations must carry head lamps, and need not display a red rear light. The combinations must carry head lamps, and need not display a red rear light. The combinations must carry head lamps, and need not display a red rear light.

Firestone



More than ever before car owners are seeking the sign of "Most Miles per Dollar" when buying tyres. Buying on a sound basis of mileage and value, the public has naturally turned to Gum Dipped Cords. In these quality tires they are finding the extra satisfaction which Firestone ensures through superior methods such as gum-dipping, air bag curing, and rubber blending and tampering. The FIRESTONE sign is a guide to economical tyre buying.



Most Miles Per Dollar

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We are pleased to announce the addition to our agencies of The Gray Truck.

The Gray Truck Chassis is a sturdy, thoroughly dependable job with every part designed and built especially for truck purposes.

The Gray Truck represents the very last word in up-to-date light truck construction, where speed and minimum delivery cost per mile are absolutely essential.

Specifications, aside from its heavier construction for truck purposes, are essentially the same as those which have brought to Gray passenger cars THE WORLD'S ECONOMY RECORD.

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THE GRAY TRUCK CHASSIS

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Generator, starter, battery, drum head lights, dimmers tail light, front fenders, and complete tool equipment.

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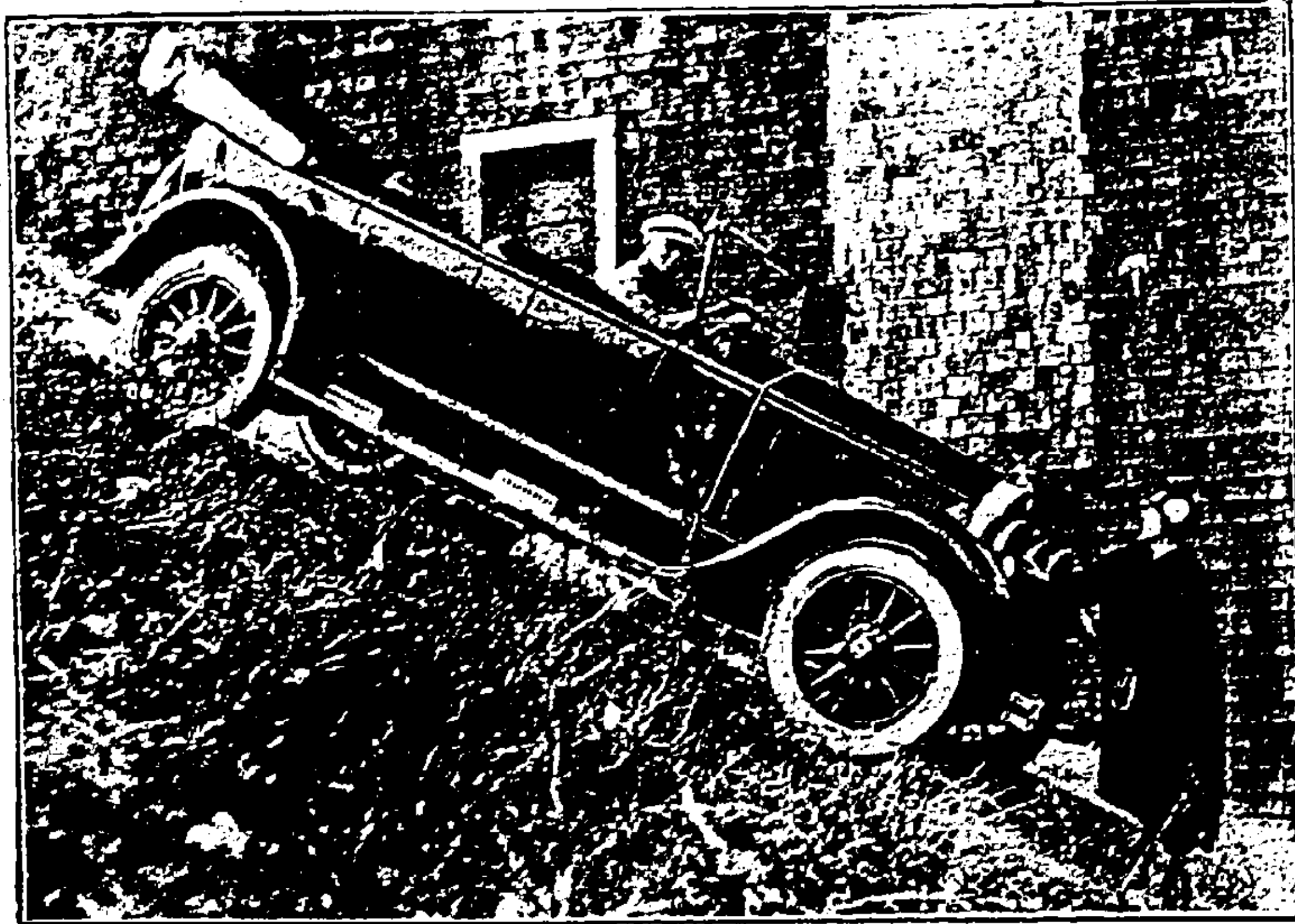
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FACTS THAT SPEAK FOR THEMSELVES



1924

Four wheel
brakes

BUICKS

OFFICIAL POLICE
BRAKING LIMITS
(Tests always car-
ried out dry
roads)

10 m.p.h. 9' 2"
15 m.p.h. 20' 8"
20 m.p.h. 27'
25 m.p.h. 58'
30 m.p.h. 83' 3"
35 m.p.h. 113'

BUICK PERFORMANCE
ON DRY ROADS

10 m.p.h. took 2'
15 m.p.h. " 10' 2"
20 m.p.h. " 16' 8 1/2"
25 m.p.h. " 27' 1 1/2"
30 m.p.h. " 33' 8 1/2"
35 m.p.h. " 41' 3 1/2"

BUICK PERFORMANCE
ON WET ROADS

10 m.p.h. took 3' 11"
15 m.p.h. " 11' 9"
20 m.p.h. " 20' 8"
25 m.p.h. " 29' 9"
30 m.p.h. " 42' 9"
35 m.p.h. " 59' 1"

1924

Four wheel
brakes

BUICKS

(Speedometers were tested before and after the test and were found to be registered correctly.)

THE HONGKONG & KOWLOON TAXI-CAB CO., LTD.

A "SAFETY FIRST" CAMPAIGN.



Mrs. Emily P. S. Moore, President Coolidge's aunt, is conducting one of the registration booths in the Safe Drivers Club's membership campaign in Washington. Like her illustrious nephew, she is a native of Vermont.

TURNING TO THE LEFT.

Safety First Performance.

In articles criticising the officially recommended traffic signals I made casual mention of the correct method of taking left-hand corners, says Capt. E. de Normanville who continues: "I have been surprised to receive letters from several correspondents asking for a fuller explanation of this simple manoeuvre."

But as some are not au fait with it, one may presume that there are others, so that the fuller explanation asked for may prove generally advantageous. I am, however, beset with an initial difficulty in the fact that the recommended signals are "officially" recommended. The fact that they exhibit a very thorough ignorance of good driving habits, and the habits of all good drivers does not get over the fact.

Still, they are only recommendations, and in the prime interest of Safety First, it appears justifiable to draw attention to safer and safer methods.

TRIED—AND FOUND GOOD. In the first place, I do not want you to think that anything new is being advocated. On the contrary, it is merely the detailing of the driving habits of all expert and experienced drivers as practised for many years past.

You may marvel at the astounding attitude of the A.A. in the matter, but that again does not affect facts. The facts remain simple, safe, and established.

What are the essential necessities for a car taking a corner to the left? They are three in number: to avoid danger for all users; to maintain the maximum of simplicity for all road users; and to avoid inconvenience to all road users.

The best way to attain those desiderata has been found in the mill of practical experience during the history of motoring and has become the familiar unwritten law of everyone possessing knowledge of motoring matters—except, apparently, the A.A.

A SIMPLE PROCESS. When wanting to take a turn to the left, all that is either necessary or desirable is the following procedure. Some little distance before the corner—say 100 yards or more—gradually work the car to the left on the road, gradually slow it down to the actual speed you will take the corner—and take the corner.

There is no need for any arm-waving or flag-flying. If you act like that your intentions immediately become obvious to following traffic, and that portion which intends to take the same corner lines up behind you, and that portion which intends to go on will overtake and go on.

How does this system meet the essentials necessary for the manoeuvre? You obviously avoid danger for other road users by getting to the left and slowing down—and, incidentally, by having both hands free for driving requirements.

AVOID MISUNDERSTANDINGS. It is also obvious that you maintain the maximum of simplicity, as there is no possibility of your action being misunderstood by any following driver, and even if there were, it

TWICE ACROSS-CONTINENT.

On Harley Sidecar.

From Chicago to Los Angeles, Los Angeles to New York City, and New York City back to Chicago, is the long-distance trip made by Louis and Jerry Patek of Berwyn, Illinois, with their Harley-Davidson sidecar. Their travels extended over a year, from one summer to another, and what they didn't see in that time isn't worth mentioning. At least, that's what they say, and when it is considered that they went via the Yellowstone Trail and Columbia River Highway to Los Angeles, stayed through the winter in the famous movie city, came back over the Lincoln Highway, almost baking en route over the Mojave Desert, and took in Coney Island at New York City, you have to admit that they did see a whole lot.

"Mojave Desert is certainly a hot place," said Louis in his comments on the trip. "It's so hot I think a fellow could fry eggs on the sand. It took us about three days to get through, covering an average of 100 miles a day. There is a gas and oil station about every fifty miles, and you can get water and plenty to eat, so there is no danger in going through the desert. One thing that scared me though was, my motor turned black in colour. I asked everybody I met what caused it, but nobody seemed to know. Finally when I got in the State of Colorado and out of the desert, the motor turned back to its natural colour."

"On Broadway in New York we were never able to stop without drawing a crowd around us and then it was all we could do to answer the questions that were fired at us."

Louis adds that they made the entire trip from Los Angeles to New York City and back to Chicago within twenty-eight days. "There was plenty of rain, bad roads, and a lot of mountains to climb," he says, "but our machine has a lot of endurance. We finished the trip without experiencing the least bit of engine trouble, and we also enjoyed every mile of the way."

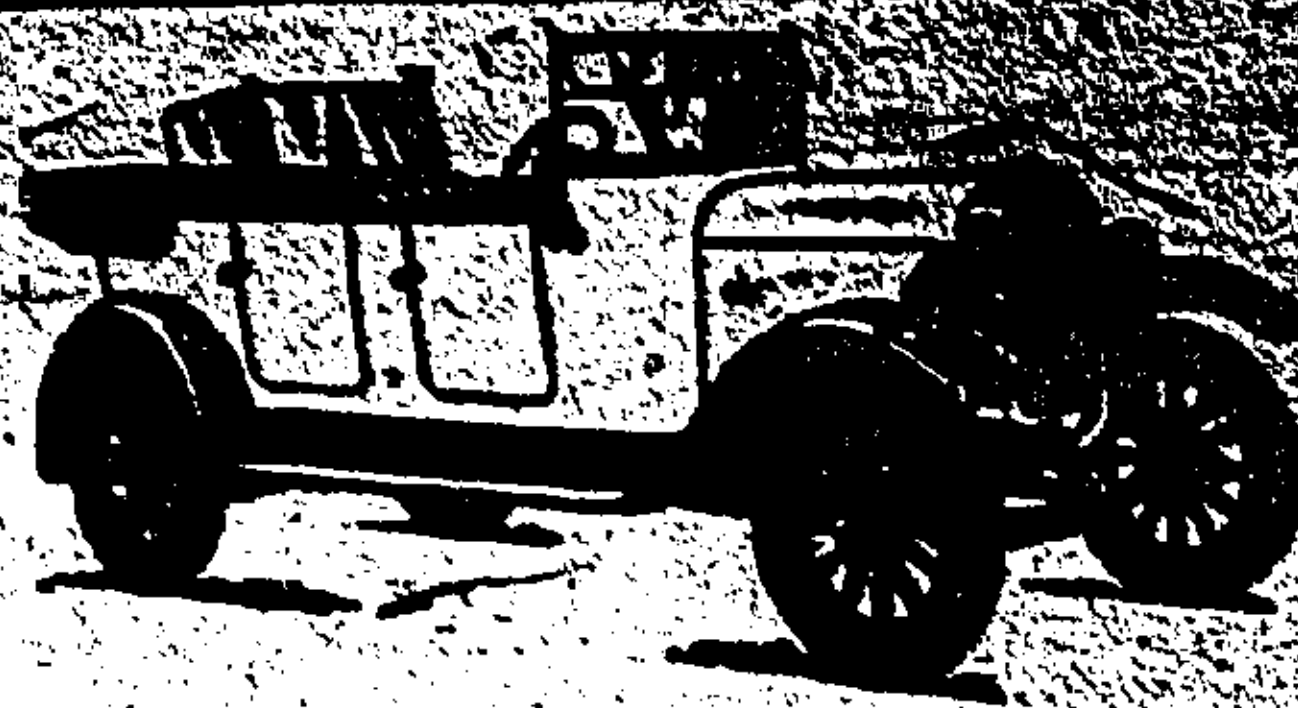
could entail no danger in any conceivable circumstances.

And you also cause the minimum of inconvenience to all other road-users by simply getting out of the way and allowing them to pass.

All this is childishly simple, and has been the accepted practice of all experienced motor-car drivers for years past. In company with unpeep thousands of other drivers of all classes, I have done nothing different for many years past.

And never once has there been a symptom of "misunderstanding by anyone, nor have I ever heard of a single case."

The officially recommended signal for the purpose is a "blatantly stupid, retrograde step, adding to the dangers of the road, and, in conjunction with 80 per cent. of the time invisible 'stop' signal, must be relegated to the limbo of bad blunders. The only other comment is—the sooner the better."



BRITISH CARS

By special arrangement with the Austin Motor Car Company, Ltd., we are now able to supply AUSTIN twelve and twenty h.p. cars in Hongkong, all charges paid, at the English factory list prices. Immediate delivery can be given on 20 h.p. Touring Models.

Austin

Prompt shipment on all other models.

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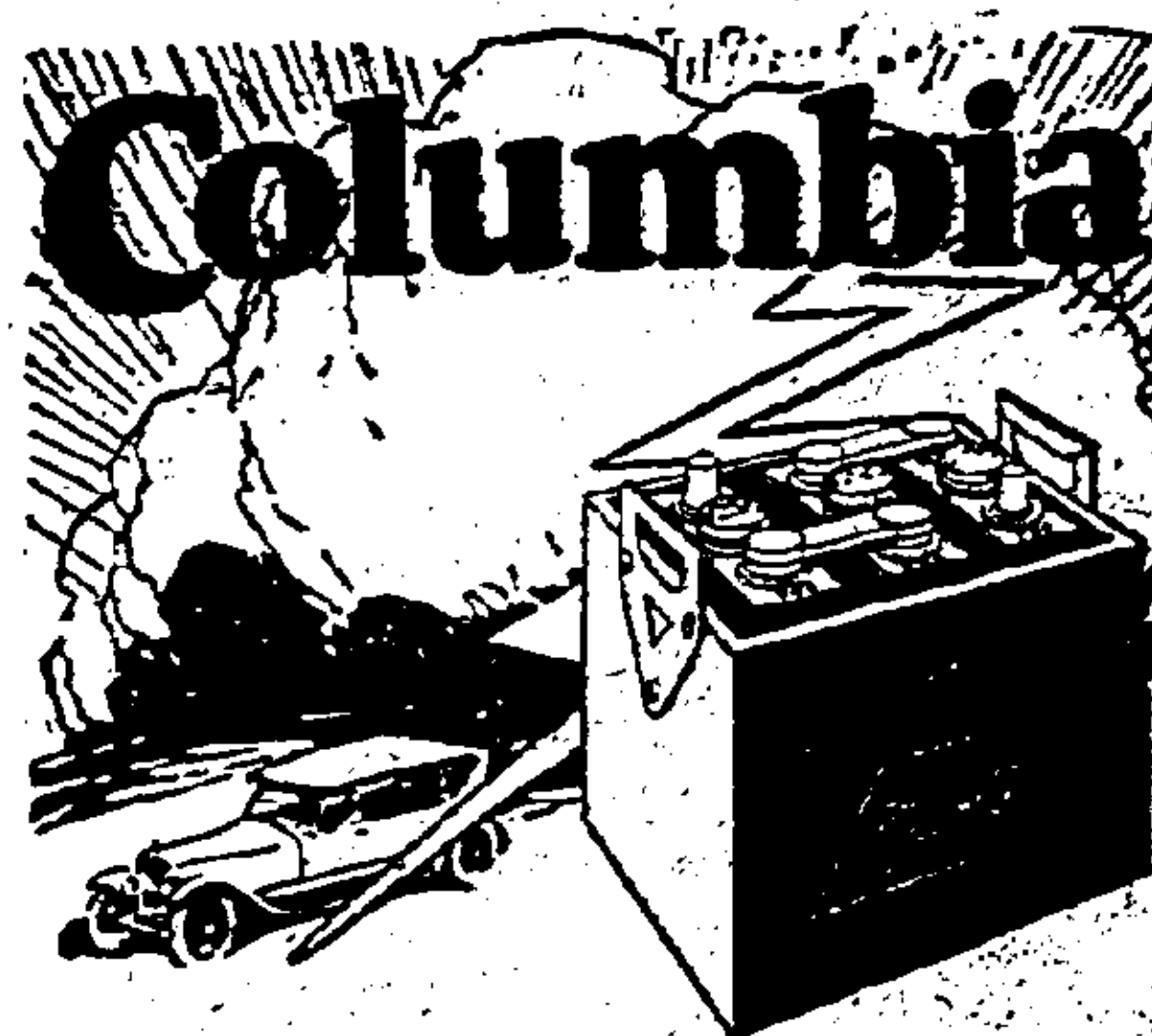
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MR. CAR OWNER!

Why not send us those LAMPS, FITTINGS, etc. from your car and let us make them like new!

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Storage Batteries

YOU want a storage battery of reputation, a battery that has proved its worth for years in every country in the world. That is the Columbia.

Columbia Batteries are made by the world's oldest manufacturer of electric batteries. They are made the best a battery can be made.

Columbia Storage Batteries are your guarantee of motoring satisfaction—of quick starts and bright lights.

Your next battery should be a Columbia.

THE DRAGON MOTOR CAR Co., Ltd.

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Columbia
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DELIGHTS OF KULING.

Summer and Winter Resort.

In an article on the Kuanan district of Kiansi that appears in the December issue of the *Geographical Journal* there is an appreciation of the advantages that Kuling is possessed of. The writer truly states that factors have combined to make the scenery around Kuling striking. One of the best views in the neighbourhood is that from the Tsitowshan. To the north-west can be seen the Yangtze valley, to the east the Poyang Lake, and to the south the five peaks of the Wulaofeng. There latter are also known as the "Lion's Leap," but their Chinese name means the "Peak of the Five Venerable Sages." The view comprises several temples and monasteries, groves of fir and cypress, and the rugged rocks, with the distant plain and lake. Further south where the streams which water the Nankang plain flow over the cliff-like edge of the Hanyang mountains the picturesque character of the scenery is increased by numerous waterfalls.

Kuling occupies a central position, convenient for mountain climbing and sight-seeing. But it is more particularly on account of its climate that it has lately come into prominence. Being over 1,500 feet above sea-level, it enjoys a climate described by the authors of "Historic Lushan" as "warmly temperate. For European residents in the Yangtze valley it has, therefore, many attractions in the hot season; while owing to the opportunities it offers for tobogganing and skiing, it is also becoming popular during the winter months.

MISSIONARY'S PURCHASE.
The Kuling valley was purchased by an English missionary in 1895 from some priests, who, with a few wood-cutters and farmers, were its only inhabitants. It was almost immediately vested in trustees, who in 1903 transferred it to a council consisting of twelve members, elected by the occupiers. The original estate consisted of one hundred and thirty lots, but there are now several hundred

bungalows, built of the soft granite found in the valley. Some two thousand foreigners are generally in residence for the summer months. The settlement is organised upon a co-operative basis, the proceeds from the sale of land and taxation being devoted to its administration and development.

After the inception of this enterprise its founder experienced considerable difficulty in securing recognition by the Chinese Government. The only foreigners entitled to reside outside the Treaty Ports or own property are missionaries, who may purchase land for buildings connected with their work. In the Kuling settlement the land has been used as a summer resort and sanatorium for foreigners in general. The Chinese Government objected to this extension of a Treaty right, and only accepted the *fait accompli* after a good deal of diplomatic wrangling at Peking. It is said that one at least of the priests was put to death for his share in the transaction, while the rest fled for their lives. The value of Kuling is now recognised by the Chinese; they have a settlement of their own, to which they come from as far as Canton and Shanghai. The valley of the Luling, a tributary of the Kuling brook, was bought by a priest of the Russian Church, to be developed on similar lines for Russian merchants. Kuling is reached from Kiukiang by road, a distance of 15 miles.

Besides its natural beauties, the Lushan is rich in historical monuments. Unfortunately, the temples have suffered much at the hands of invaders, particularly the Mongols and the Tai Ping rebels. They are, however, still of sufficient interest to visitors to merit mention.

CLYDE SHIPBUILDING BOOM.
A shipbuilding boom on the Clyde is promised for this year. New orders aggregate 450,000 tons, while additional work amounting to 100,000 tons, is under negotiation. Three yards closed for two years are to reopen. One Clyde firm have orders for twenty cargo boats, and another firm a similar order for motor ships.

CHINESE SCULPTURE.

Lecture Before China Society.

Members of the China Society met in the School of Oriental Studies, Finsbury Circus, E.C., on November 29, to hear a paper by Mr. A. L. B. Ashton, of the Victoria and Albert Museum, on Chinese Sculpture. Dr. W. Percival Yetts, O.B.E. in introducing the lecturer, said his acquaintance with his subject extended to the best collection in Europe and America.

Mr. Ashton said it was in comparatively recent years that the existence of the art in China had been known, for Chinese criticism had never recognised it as such, but as an adjunct to literature and religion. The advent of Buddhism into China about the beginning of the Christian era marked the division between the ancient and medieval schools in figure sculpture. From the earliest times to the fall of the Han Dynasty in 220 A.D. our knowledge of the subject was limited practically to the bas-reliefs in the funerary art of the Dynasty. Owing to the influence of Confucius the immolation in the tombs of dead kings of the animals they had possessed was discontinued, and in their stead effigies of animals and of faithful servants in stone and bronze were set up. Unfortunately most of these had perished. Animal representations had however, survived, and from these, often small objects in jade and other materials it was found that stylized forms prevail, and it is probable that these were preceded by naturalistic representations. The Han Dynasty marked a change in the art. Foreign influence as a result of direct contact made itself apparent. The most characteristic type of Han sculpture was bas-relief on stone, the best known series being in the Wu Liang cemetery in Shangtung. Despite certain conventionalities design was very fine. Han animal sculpture was invested with a natural vitality due to Chinese contact with Scythian art.

INFLUENCE OF BUDDHISM.

When Buddhism was established in China some time about the first century B.C., it succeeded in attaining a great religious art expressed primarily in sculpture. This was at first a spiritual realisation to spread the teachings of Buddhism by expository work. Thereafter could be traced the progress from the representation of good as remote and awe-inspiring until the sixth century which brought a general softening of line and when the gods were recognised as kindly spirits. Ornamentation of drapery reached an advanced form, and rhythmic grace characterised the work. This was in the north. In the south the sculpture was heavier, but in the sphere of monumental animals the south attained its highest point. In 581 China, becoming once again united, and the sculpture of north and south coalesced in regard to the modelling of the face. In the treatment of draperies northern grace and rhythm prevailed. With the Tang Dynasty types had become fixed, and a genuine attempt at anatomical study began, and roundness superseded the flatness of earlier work. In the 9th century the classical spirit began to give way to the Baroque spirit, but in animal sculpture the Tang period was unsurpassed. Buddhist enthusiasm was checked in 845 A.D. and religious sculpture began to wane. After this period charm took the place of nobility, conventionalism that of rhythm, and never since has Chinese sculpture attained the heights of those early times.

The lecture was illustrated by a number of excellent slides, in which Mr. Ashton indicated the features of the various examples. The chairman, Dr. Yetts, thanked the lecturer, who replied briefly to the discussion, in which Mr. Paul King and Dr. Oswald Serene took part.

FAIRY TALES IN WAX.

Fairy tales in wax were being shown at Madame Tussaud's this Christmas. In one of the tableaux Jack is seen in the act of slaying the giant, who has fallen into the pit. Though the giant's head and arms are all that can be seen of the monster, the rest of him can be imagined.

MR. HAYES AND THE BAR.

Suggested Inquiry by the Benchers.

There are some strong comments in the Home law journals on the speech of Mr. Hayes, the defending counsel in the recent action against Lord Alfred Douglas.

The *Law Journal* says: "The independence of the Bar, which has long been recognised as essential to the administration of justice in the Courts, involves a sense of responsibility which, happily, is rarely wanting. When a member of the Bar does violate the traditions of his calling by allowing his privilege to degenerate into licence, the profession, no less than the public, have good reason to make an earnest protest. One may hope, therefore, that the strong condemnation by the Attorney-General of the extraordinary speech which Mr. Cecil Hayes made in defence of Lord Alfred Douglas at the Central Criminal Court—a speech which, in its malignity and baselessness, aggravated the gross offence of his convicted client—will be followed by some inquiry by the Benchers of his Inn into conduct which was condemned by Mr. Justice Avory as well as by Sir Douglas Hogg, and which has been the subject of much vigorous comment in the Press in all parts of the country.

A "SCURRILOUS" SPEECH.
The recognised rules of advocacy permit an advocate to do all that he honestly can for his client, but they certainly did not justify Mr. Cecil Hayes in adding his own calumnious attack upon Mr. Winston Churchill to that for which his client was sent to prison for six months. An advocate, said Sir Alexander Cockburn, in his classic definition of the functions of the Bar, "should be fearless in carrying out the interests of his client; but I couple that with this qualification and this restriction—that the arms which he wields are to be the arms of the warrior, and not of the assassin. It is his duty to strive to accomplish the interests of his clients *per fas*, but not *per nefas*. A member of a learned

profession ought never to stoop to regard himself as a mere hireling.

"Lord Alfred Douglas's counsel saw fit to justify the libellous statements of his client by repeating them as his own personal views. He is protected by the privilege of the Bar from the proceedings which might have been taken against him had he made his scurrilous speech in some place other than a Court of Justice; but he is not protected from the censure of those whose business it is to guard the honour of the Bar."

"HONOUR ON THE PROFESSION."
The *Law Times* suggests that for the honour of the profession the conduct of counsel should be seriously considered by the Benchers of his Inn. "No one," it says, "would suggest for a moment that freedom of speech at the Bar should be curtailed in the slightest degree, but liberty must not be degraded to licence, and the privilege of counsel must not be used to make unwarranted personal attacks even at the behest of a disgruntled client."

"GHASTLY INNUENDOS."
The *Spectator*, which also comments on the matter, remarks that "counsel for the defence attempted to save his client by covering Mr. Churchill with mud in the hope that a certain amount of it would stick and would make an impression upon the jury. We quite understand that when a counsel has a hopeless case he naturally turns to aspersion because he can do little with the evidence. Decency has a code nevertheless, and in our opinion Lord Alfred Douglas's counsel went far beyond the mark. If counsel are allowed to make every sort of ghastly innuendo against a public man who is merely protecting himself in the right way there is a danger that men of honour will hesitate to take what is undoubtedly the right course."

ANOTHER VENTURE

Last month saw the issue of the first number of the *Malayan Saturday Post*, an illustrated journal which aims at providing entertainment and instruction over the week-end, and is the only illustrated weekly in Malaya.

WINCHESTER CATHEDRAL.

Indulgence of 1254 Discovered.

Some oak panels were being removed for treatment from the walls of Stephen Langton's chantry in Winchester Cathedral, when behind one panel was discovered an ancient aumbry (niche for the sacred vessels), and behind another on the opposite side a double piscina.

In the aumbry was discovered a dusty bit of parchment, with a Bishop's seal attached, which proved to be an Indulgence granted by "John, Bishop of Llandaff," and dated at Winchester September 9, 1254. It was a promise for remission of ten days' penance to any contrite persons who should visit the altar of St. Birinus in Winchester Cathedral. The supposition with regard to it is that it was issued by John de la Ware, who was Bishop of Llandaff at that time, and that he was temporarily in charge of the See of Winchester, as Ethelmar, who had been given the Bishopric, was never consecrated. There is a Welsh touch about the document, inasmuch as the Bishop refers in his preamble to "the Blessed Apostles Peter and Paul, or the Blessed Confessor Teobald, who was a contemporary of St. David, was one of the three most famous Welsh saints."

In the aumbry was also found a quantity of walnut shells, which must have been there ever since the panelling was put in, probably some 300 years ago. These were stowed away in one corner, but the indulgence had been secreted between a board and the crown of the aumbry. Strips of cloth which had evidently belonged to an ecclesiastical vestment were also found.

RELICS OF THE GRAND DUKE.

Two panels of Gobelin tapestry, dated 1774 and 1776, and said to have formed part of a set of four given to the Grand Duke of Russia in 1783, were sold for £4,305 at Puttick and Simpson's recently. An Asia Minor carpet from a mosque in Constantinople realised £1,898.

ECONOMY SALE.

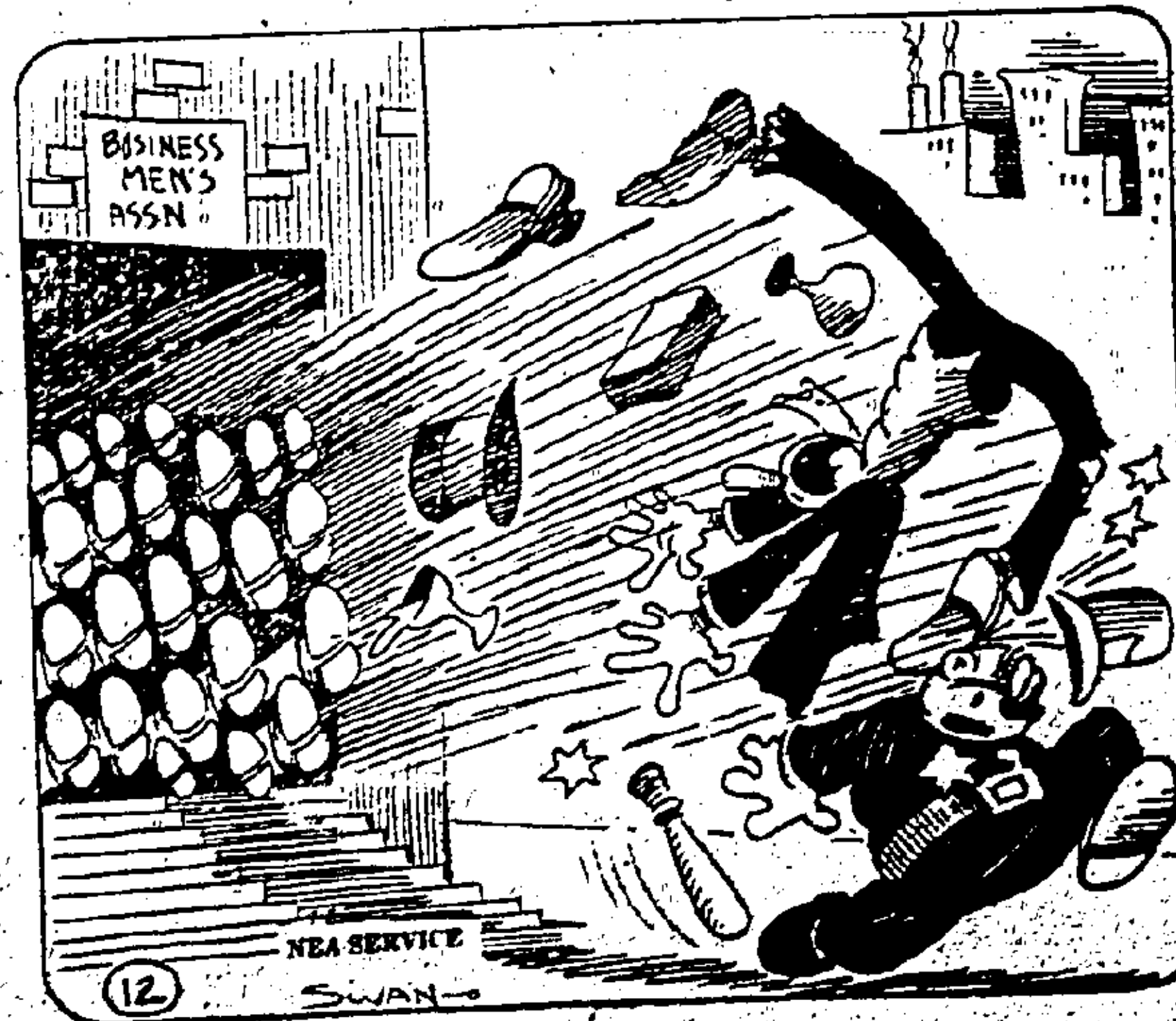
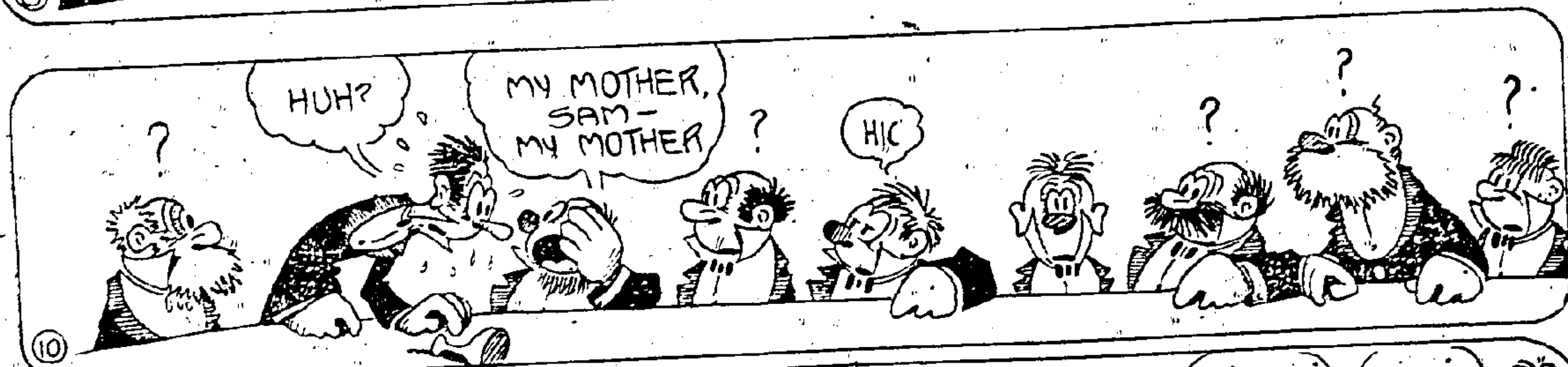
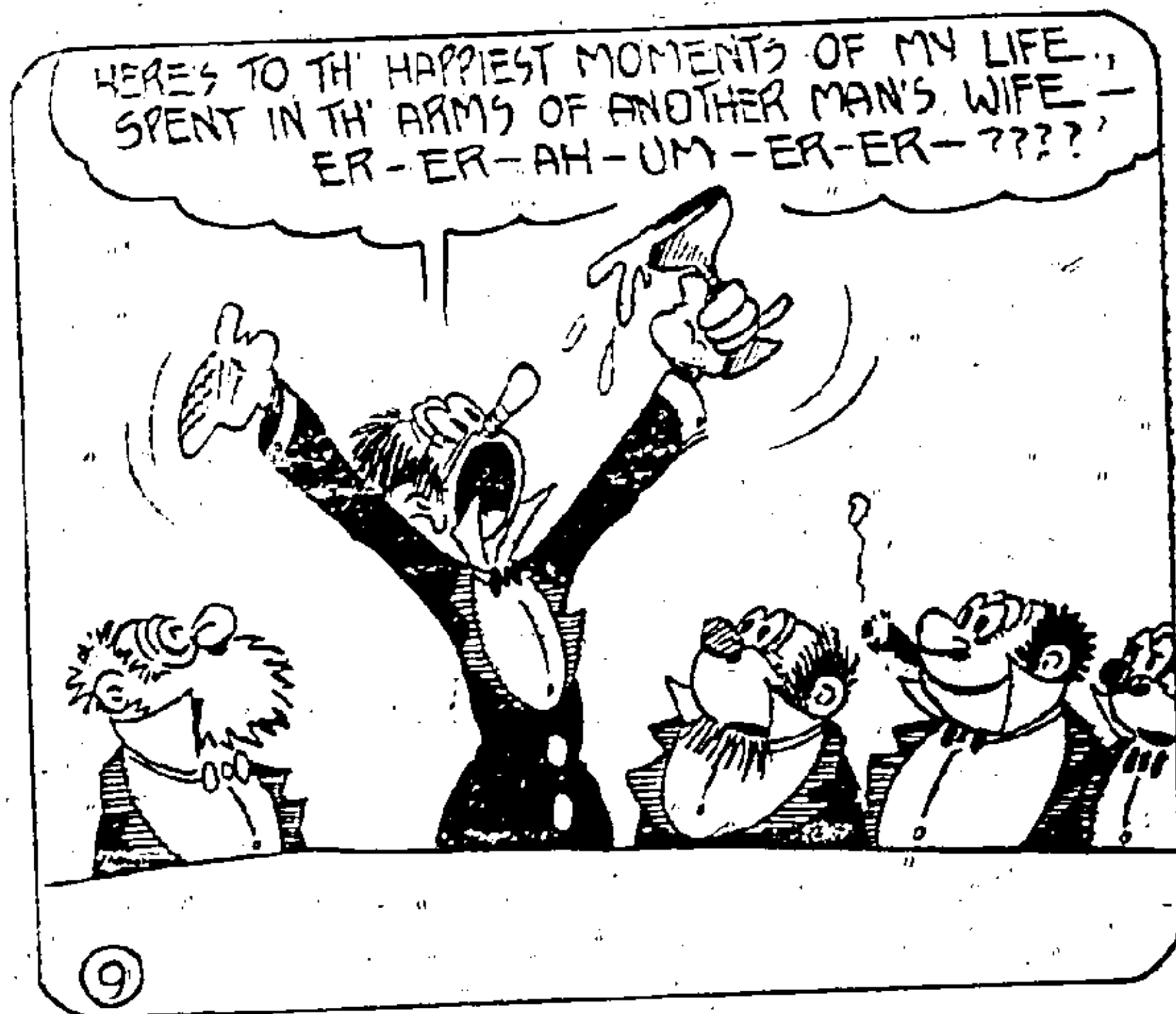
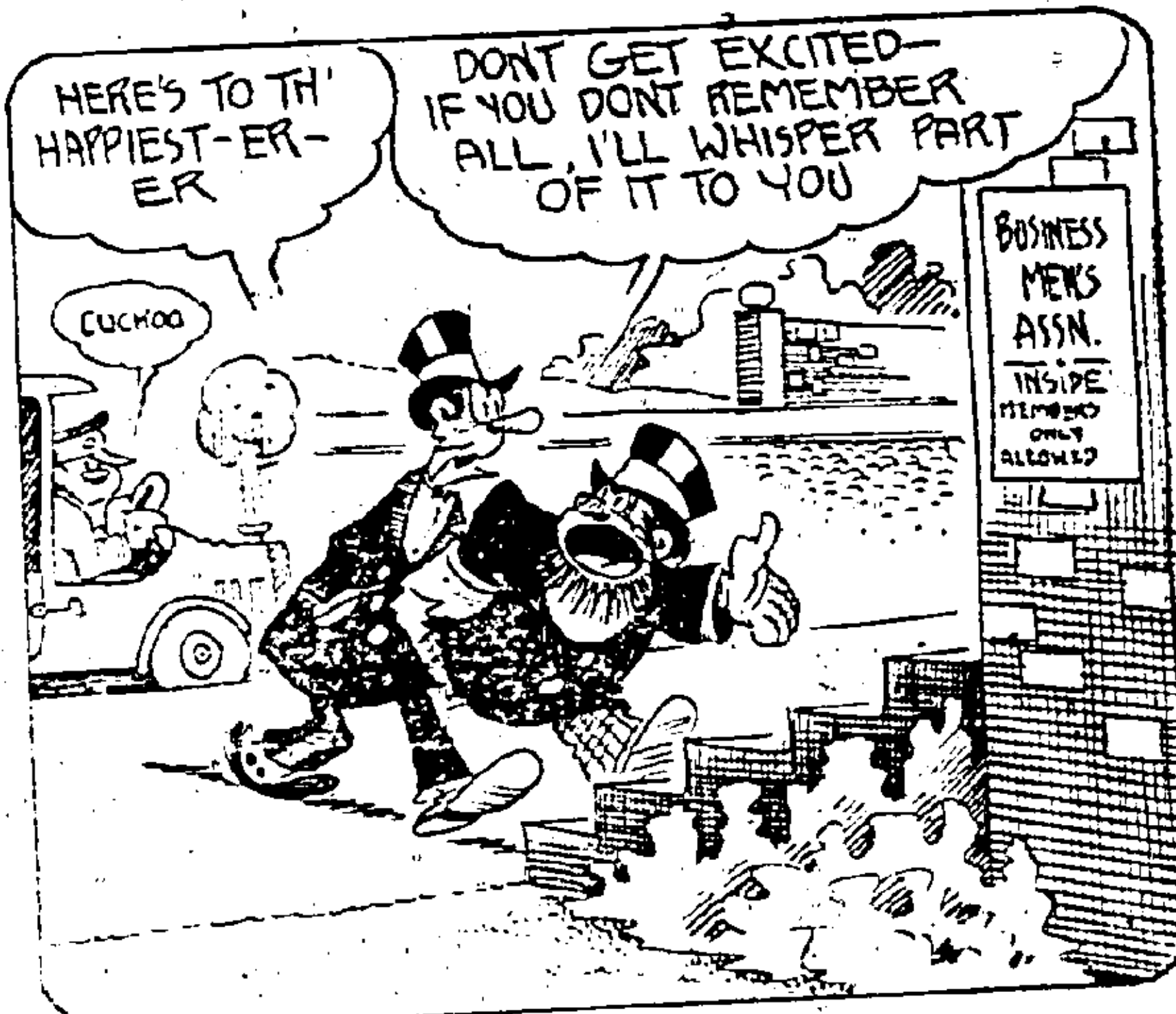
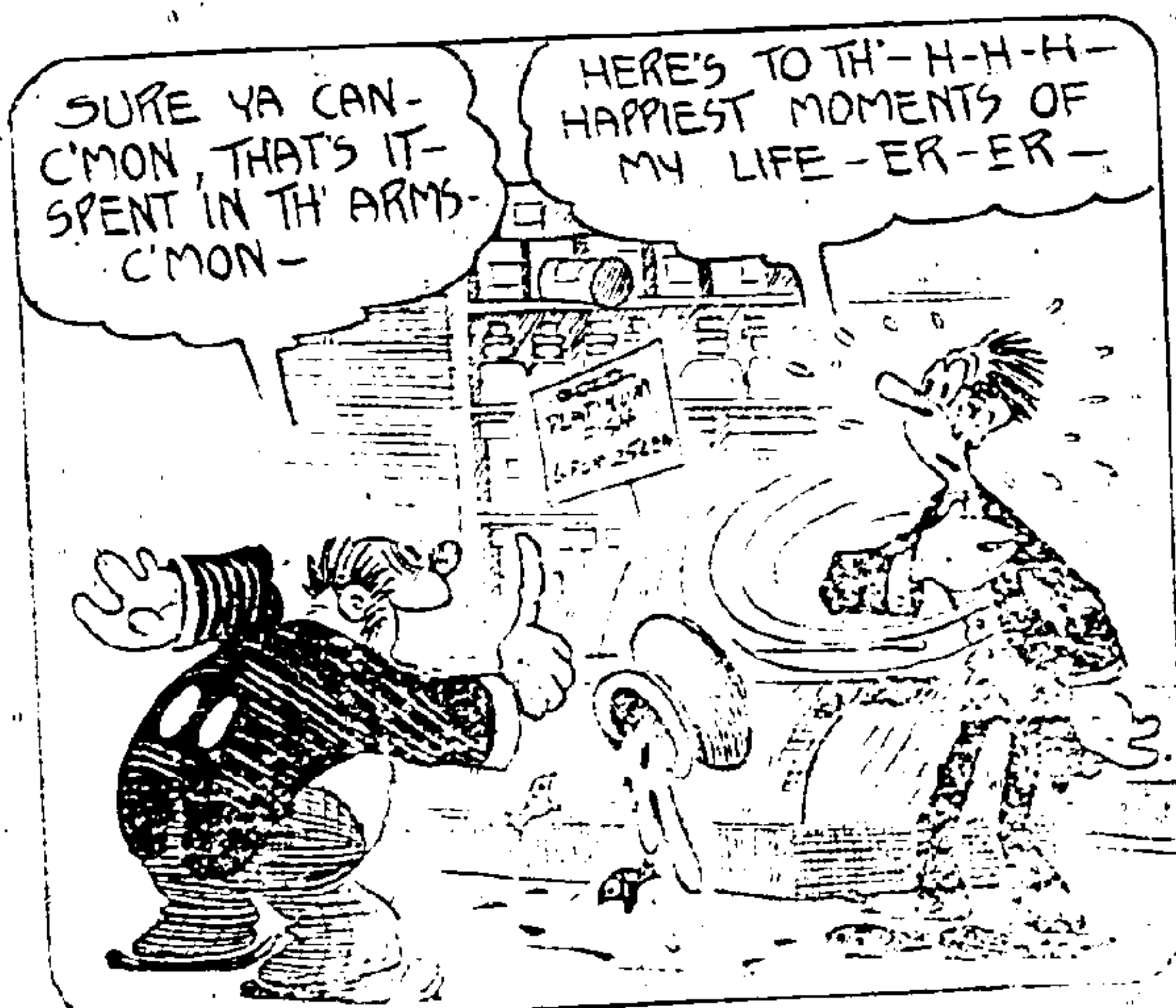
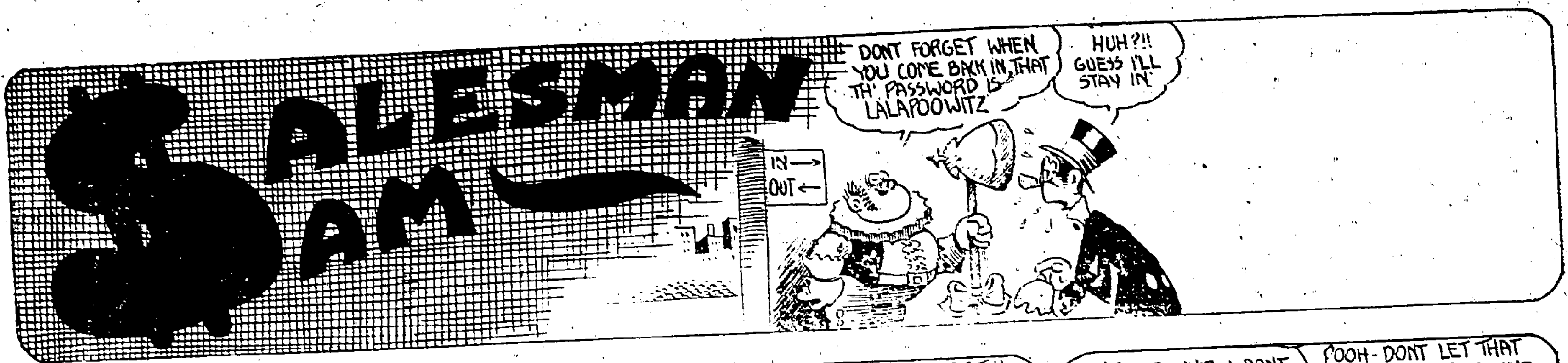
IN ORDER TO REDUCE OUR HEAVY STOCKS OF MERCHANDISE WE HAVE MADE STARTLING REDUCTIONS IN ALL DEPARTMENTS. NOT ONLY WILL YOU SAVE MONEY BY SHOPPING AT OUR STORE—BUT YOU WILL ENJOY THE SATISFACTION OF KNOWING THAT THE GOODS YOU BUY LACK NOTHING IN QUALITY ON ACCOUNT OF LOW PRICES.

LADIE'S SILK HOSE \$1.00 pair.	GENT'S FELT HATS \$1.95. \$5.00 \$7.00. \$8.50	LADIE'S COTTON HOSE 3 Pairs for \$1.00	GENT'S RAINCOATS \$11.00	"T." VIYELLA FLANNEL 31 inch wide \$1.65 yard "AZA" FLANNEL (SPECIAL) \$1.50 yard	GENT'S SILK NECKWEAR 50 cents.
SENSATIONAL REDUCTIONS Woollen Underwear Hose, Sweaters, Shirts, Pyjamas, Woollen Suitings Overcoatings, Blankets, Rugs, Trunks, and Suit Cases, etc., etc.		HIGH GRADE CORSETS (BROKEN SIZES) SALE EXTRA BARGAIN PRICES Lot 1—Usual from \$4.50 to \$5.50 Bargain \$1.95 Lot 2—Usual from \$6.50 to \$9.50 Bargain \$2.95 Lot 3—Usual from \$10.00 to \$12.00 Bargain \$4.95		SENSATIONAL REDUCTIONS No matter what article you may require—you will find it at a price that will surprise you during this sale. Come Early!	

SALE
NOW ON

YEE SANG FAT CO.

SALE
NOW ON



LET US BE YOUR VALET

THE STEAM LAUNDRY CO.

DRY CLEAN AND PRESS CLOTHES

To such perfection that their wearing qualities receive a fresh lease of life and their wearers experience all the joys of New Clothes.

WE SELL ONLY SERVICE

But in each Branch of our Service quality is placed foremost.

Write or phone and we will collect and deliver free.

STEAM LAUNDRY CO.

HEAD OFFICE & WORKS, YAU MATI, Tel. K. 32.
HONGKONG DEPOT, 16, Stanley Street, Tel. C. 1279.
HONGKONG DEPOT, 62, Praya East, KOOWLOON
DEPOT, 19 Canton Road, CANTON, 19, Sharki
Central, East. Write or Phone for price list.

KOOWLOON HOTEL DEPOT.

REPULSE BAY HOTEL.

SPECIAL NOTICE

CHINESE NEW YEAR'S EVE DINNER DANCE

MONDAY, 4th February.

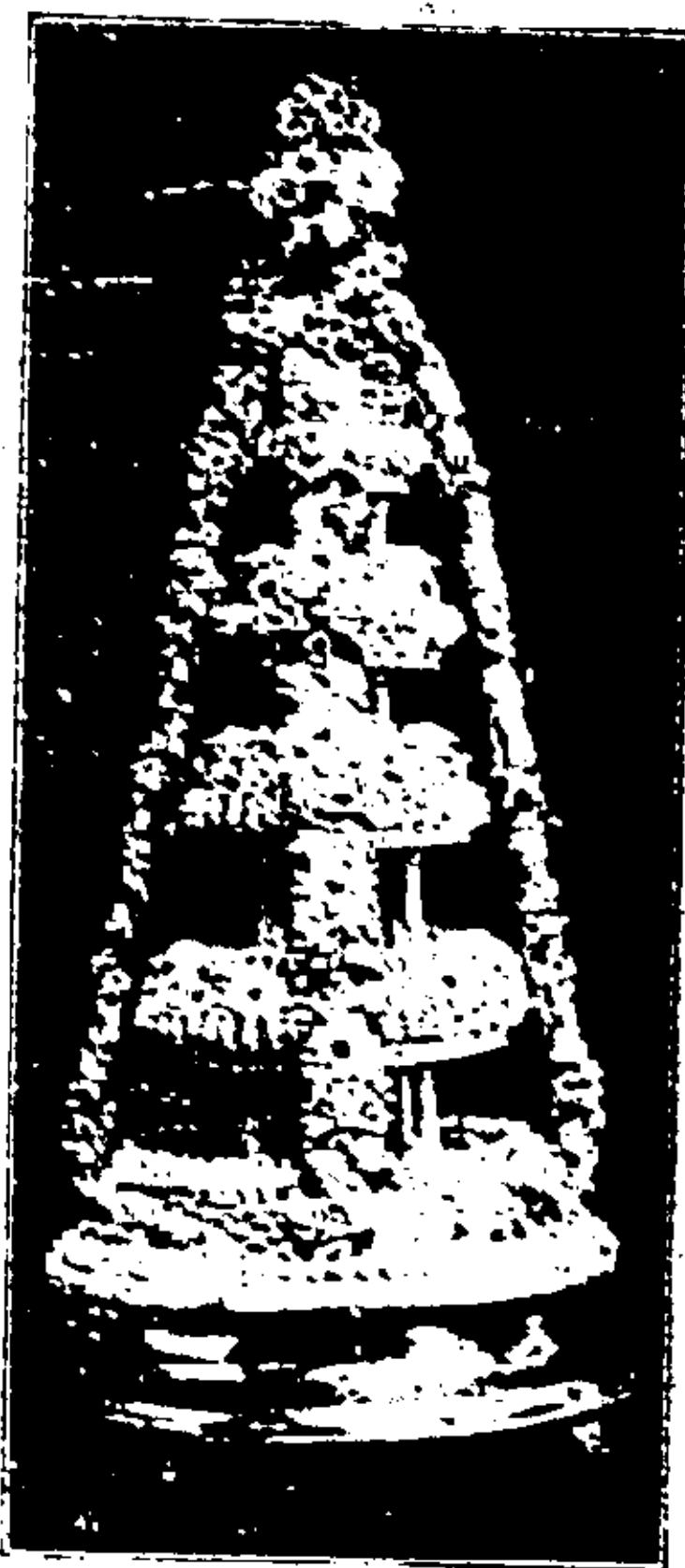
Tables for above may now be booked at the Hongkong or Repulse Bay Hotels.

THE HONGKONG & SHANGHAI HOTELS LTD.

NOTICE

Cafe Wiseman

(LANE, CRAWFORD LTD.)



Wedding Cakes

From \$10.00

Christening

and Birthday Cakes

Almond Iced and decorated

From \$3.00 each.

C. E. WARREN & CO., LTD.

Sanitary Engineers, Monumentalists, etc.

Offices & Godowns, 98A, Wanchai Road, Hongkong.
Tel. No. 269

All kinds of Builders Requisites in Stock.

Soil & Vent Pipes, Rainwater Pipes.

Floor & Wall Tiles, Baths, Basins, bath
Room Fittings, Water Heaters for Gas
Oil or Coal Fuel. Also a few Gas
Heaters.

Open & Closed Grates-Cooking Ranges.

ESTIMATES FREE FOR ALL SANITARY INSTALLATIONS - HOT WATER SYSTEMS &c.

General Repairs Promptly Attended to
Specialists in Monumental Work-Cut in
Italian Marble or Hongkong Granite.

Just Received a Shipment of Italian
Marble Floor Tiles-Prices on Application.

A Large stock of Artificial Wreaths in all Sizes.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE BEN LINE STEAMERS, LIMITED.

From MIDDLESBRO,
ANTWERP LONDON AND
STRAITS.

The Steamship "BENRINNES"

CONSIGNEES OF Cargo are hereby informed that all goods are being landed at their into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, delivery may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remain undelivered after the 7th. inst. will be subject to rent.

All claims against the steamer must be presented to the Underinsured on or before the 21st inst. or they will not be recognised.

All broken, chafed and damaged goods are to be left in the godowns where they will be examined on the 7th. inst. at 10 a.m. No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON AND
CO., LTD.,
Agents.
Hongkong, 1st. Feb., 1924

NOTICE

HUMPHREYS ESTATE AND FINANCE CO., LTD.

NOTICE is hereby given that the ORDINARY ANNUAL GENERAL MEETING OF SHAREHOLDERS IN THIS COMPANY will be held at the Hongkong Hotel, Hongkong on SATURDAY, the 9th February 1924, at 11 a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December 1923.

The TRANSFER BOOKS of the Company will be closed from the 1st February to 9th February (both days inclusive), during which period no transfer of Shares can be Registered.
JOHN D. HUMPHREYS & SON
General Managers.
Hongkong, 2nd. Jan. 1924.

THE BANK OF EAST ASIA, LIMITED.

NOTICE is hereby given that the FIFTH ORDINARY YEARLY MEETING OF SHAREHOLDERS will be held at the Registered Office of the Company No. 19, Des Voeux Road Central, at 3.00 p.m., Saturday, February 2nd 1924, for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 31st December, 1923.

The Transfer Books of the Company will be closed from Monday, 21st January to Saturday, 2nd February 1924, (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors.
KAN TONG PO.
Chief Manager.
Hongkong, 15th January, 1924.

HONGKONG CRICKET CLUB.

TENNIS TOURNAMENT.

ENTRIES may now be made for the various events. Forms and full particulars can be obtained at the Pavilion. Entries close on the 15th. February 1924.

L. S. GREENHILL.
Hon. Secretary.

RADIO-MAGNAVOX Loud Speakers and Amplifiers, Batteries, Insulators, Crystals, Aerial Wires, and all other parts.
DE SOUSA & CO., LTD.,
St. George's Bldg., 2nd Floor.
Tel. No. Central 1264.

THE NEW FRENCH REMEDY.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

NOTICE TO CONSIGNEES.

STRUTHERS & BARRY

From SAN FRANCISCO AND LOS ANGELES via PORTS.

Steamships - "WEST MONTOP"

Having arrived from the above mentioned ports on Saturday 2nd. February, 1924, consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous Godown of the Hongkong & Kowloon Wharf and Godown Co., Ltd., Kowloon, and store at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports, & exports, Hongkong, before Bills of Lading will be countersigned or delivery Orders issued.

All broken chafed and damaged cargo is to be left in the Godown where it will be examined at 10 a.m. Thursday, 7th. Feb. 1924, by Messrs. Anderson and Ashe, Marine Surveyors.

All Claims must be presented within ten days of the steamer's arrival here, after which they cannot be recognised.

No Claims will be recognised after the goods have left the Godown and cargo undelivered after Friday, 8th. February, 1924, will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading in exchange for Delivery Orders immediately.

STRUTHERS & BARRY.
AGENT U.S.S.B. EMERGENCY FLEET CORP.
Hongkong, 1st. Feb. 1923.

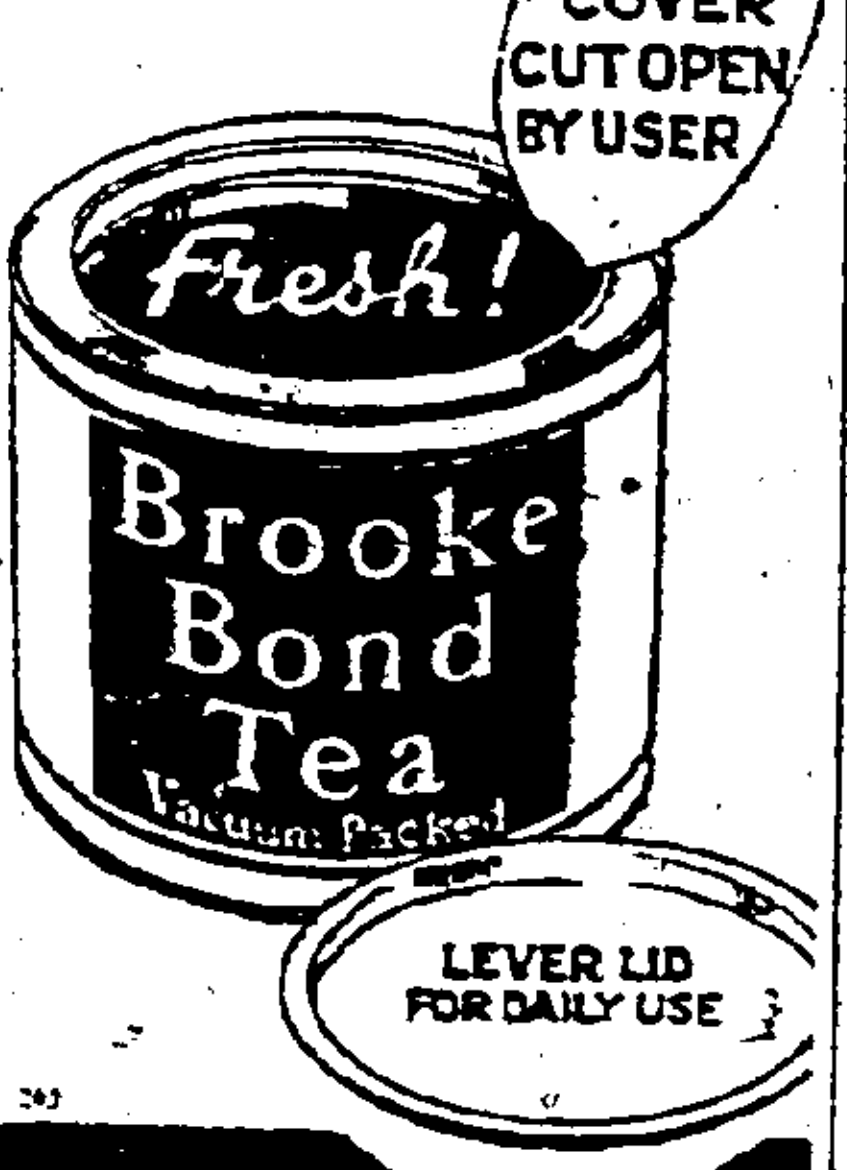
Giving the flavour a chance!

This is the tin that gives the delicate flavour of good tea a chance to survive.

Brooke Bond tea in the vacuum tin reaches you at the zenith of perfection. No moisture-laden tropical air remains in the tin to cause deterioration.

Try it. It's good. You'll not go back to ordinary tea again.

BROOKE BOND LTD.,
P.O. Box 127, Calcutta.
Hong Kong Agents: Alex. Ross & Co., Hong Kong.



YACHTING.

FULL WEEK-END'S SPORT.

There will be races in the championships on each day this week-end. On Saturday all the classes of racing yachts will be out in the eighth race of their series, and on Sunday the cruisers will be out. On Monday there will be another race in the very popular Ladies' Championship.

For Saturday's races the course will be the same as last week, with the exception that the order is reversed. The start and finish will again be at the Club house and the marks will be taken in the following order:—Channel Rocks, Kowloon Rock, Club Rock, Bay and Lygonia Beacon. All these are taken on the port hand and the distance is nearly nine and a half miles.

On Sunday the cruisers have a course of 19 miles. They will again start from between the North and South Fairway Buoy and will make the following marks on the starboard hand:—Entrance Discovery Bay, Chung Hing North Fairway Buoy and Datum Rock, finishing at a line between the fairway buoys west to east.

A longer course than usual has been mapped out for the ladies' race. The start and finish will be at the Club House and the marks will be:—Channel Rocks, Kowloon Rock, Channel Rock, Club Rock, Bay, mark boat Club line, Channel Rock. The distance is nine miles, but should the wind be light the race will only be sailed as far as the fifth mark. This would reduce the distance to six miles.

RIFLE-SHOOTING.

LEAGUE TABLE TO DATE

The following shows the standing to date of the teams in the Hongkong Rifle League:

	1st	2nd	3rd	4th	5th	6th	7th	8th	9th	10th
H.M.S. Dispatch	11	19	1	19						
Hawkins	7	3	4	23						
Tamar	4	3	1	3						
H.M. Dockyard	4	3	1	3						
Hongkong Volunteers	3	0	3							
D. Coy., East Surveys	4	2	2							
64 Coy., R.G.A.	5	1	1							
H.Q., East Surveys	4	1	3							
H.M.S. Tinnia	3	1	2							
Hongkong Police	2	1	1							
C. Coy., East Surveys	4	0	4							
Royal Engineers	3	0	3							
A. Coy., East Surveys	2	0	2							
B. Coy., East Surveys	0	0	0							
H.M.S. Dispatch	suffered their first defeat, v. Hongkong Volunteers, at Stonecutters, on Sunday Inst. by 14 points.									

THE HONGKONG AND SHANGHAI HOTELS, LIMITED.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of The Hongkong and Shanghai Hotels, Ltd., will be held at The Hongkong Hotel, Victoria, in the Colony of Hongkong, on Wednesday, the 13th day of February, 1924, at 2.30 o'clock in the afternoon, when the subjoined Resolutions will be proposed as Extraordinary Resolutions:—

(1) "That the authorised Capital of the Company (which is now \$5,000,000 consisting of 500,000 Shares of the nominal value of \$10 each, whereof 375,000 have been issued) be increased from \$5,000,000 consisting as aforesaid to \$10,000,000 (consisting of 1,000,000 Shares of the nominal value of \$10 each) by the creation of 500,000 additional Shares of the nominal value of \$10 each, ranking (subject as hereinafter mentioned) as from date of allotment for dividend and in all other respects pari passu with the Share constituting the Company's present issued capital."

(2) "That in the first instance 375,000 Shares be offered at par (in the proportion of one new Share for every one old Share held by them respectively) to the persons who on the date of the confirmation of this Resolution as a Special Resolution are registered in the Company's Share Register as the holders of the 375,000 old Shares, and so that on acceptance of the offer the nominal amount due in respect of such 375,000 new Shares shall be payable as to the sum of \$5 per share thereof of acceptance of such offer and as to the balance thereof on the 30th day of June, 1924. And further that until such time as the said 375,000 new Shares shall be fully paid they shall rank as the said 375,000 old Shares, rank for dividend only in proportion to the ratio borne by the amount paid up thereon to the full nominal value (\$10) thereof; and that any of the said 375,000 new Shares which shall not be taken up by the Company's Shareholders in manner aforesaid be disposed of in such manner as the Company's Board of Directors shall think fit."

(3) "That such offer be made by Notice specifying the number of Shares to which the member is entitled and limiting a time within which the offer, if not accepted by the member on behalf of himself or his nominee, will be deemed to be declined and that the Directors be at liberty to fix such time and in the case of Shareholders whose place of address is not in Hongkong to extend it to such date or dates as they may think fit."

(4) "That the balance of 250,000 Shares constituting the Company's unissued Capital be issued at such time or times in such manner and for such purposes and upon such terms and conditions in every respect as the Company's Board of Directors may decide."

(5) "That the Regulations contained in the printed document submitted to the Meeting and for the purpose of identification subscribed by the Chairman thereof be approved and adopted as the Articles of Association of the Company in substitution for and to the exclusion of all the existing Articles thereof."

AND NOTICE IS HEREBY ALSO GIVEN that a further Extraordinary General Meeting of the Company will be held at the same place on Thursday, the 28th day of February, 1924, at 2.30 o'clock in the afternoon, for the purpose of receiving a Report of the proceedings of the above-mentioned Meeting and of confirming, if thought fit, as Special Resolutions the above-mentioned Resolutions.

The TRANSFER BOOKS of the Company will be closed from Thursday, the 21st day of February, 1924, to Thursday, the 28th day of February, 1924 (both days inclusive), during which period no transfer of shares can be registered.

The suggested new Articles of Association are similar to the old subject to clerical alterations and to the following alterations of substance, viz:—

(1) The deletion from Article 71 of the words "and holding or representing by proxy not less than one-tenth of the issued Capital."

(2) The alteration of the minimum number of Directors to four and of the maximum number to seven.

(3) The alteration of the remuneration of Directors to payment at the rate of Four thousand dollars per annum and such sums as a General Meeting may determine instead of the fixed sum of Three thousand dollars per annum and such sums as a General Meeting may determine.

(4) The alteration of the quorum of Directors to three instead of two.

(5) The addition of Articles enabling the appointment by the Directors of a Local Board or Advisory Committee in any place at a remuneration to be fixed by the Articles and the appointment by the Directors of Local General Managers, Secretaries or other Assistants, delegates or Attorneys at a remuneration to be fixed by the Directors.

(6) The addition of an Article enabling the Company to have an Official Seal and Local Registers in places outside the Colony.

A copy of the Articles of Association of the Company with the said alterations and amendments incorporated and indicated in red ink or red print can be seen during usual business hours at the Registered Office of the Company, Powell's Building, Des Voeux Road Central, Victoria, in the Colony of Hongkong, and at the Shanghai Office of the Company in Hongkong Bank Building, Shanghai, in the Republic of China.

Dated the 31st day of January, 1924.

By Order of the Board,

PERCY H. SUCKLING,

Secretary.

G. FALCONER & CO. (HONGKONG) LTD.

UNION BUILDING (OPPOSITE G.P.O.)

WATCH & CHRONOMETER MAKERS, JEWELLERS DIAMOND MERCHANTS.

A fine selection of English Jewellery Sterling Silver Ware Watches and Clocks always on hand.

Agents for:—

British Admiralty Charts
Klein Navigational Instruments
Kass London Telescopes & Binoculars
Health Spectacles, Night Glasses &c.
Stanley Drawing Instruments
Watts' Theodolites, Levels &c.

We invite the Public to call and inspect our varied stock, and compare prices.

Over half a century's reputation throughout the East as the House of Quality.

Established 1855

SYNCHRONOME

ELECTRIC CLOCKS.

"SYNCHRONOME" System of Electrical Impulse Clocks

consists of

An Electrically-Driven Pendulum which operates dry runner of Dials. The Pendulum is coupled with a simple switch so that both the time-keeping and switching functions are performed automatically and in an ideally perfect manner. Each dial has only a "one-wheel" movement behind it, yet this simple mechanism secures uniformity of results, the wheels, without winding up or any other attention. They are correct to within half a minute in six months. Let us quote you for complete installation.

SHEWAN TOMES & CO.

Sole Agents.
Tel. 781.

"SCIENCE OBTAINS TRIUMPH."

The discovery points out the way, that Arthenopia is dependent on the hypermetropic structure of the eye. The only remedy is to prescribe a pair of suitable glasses by one of our expert optometrists.

NATIONAL OPTICAL Co., Ltd.

GRADUATE OPTICIANS.

80, Queen's Road Central.

NEW ADVERTISEMENTS.

PREPAID ADVERTISEMENTS

25 WORDS—
{ \$1.00 for 3 insertions }
{ \$1.50 if not prepaid }
State if Box No. is required

WANTED.

BRITISH firm of Wine & Spirit Merchants require the services of first class man to work up Harbour trade on commission basis. Apply stating experience to Box No. 1059 c/o "Hongkong Telegraph."

TO BE LET.

TO LET.—Bright Large Office Rooms 1st floor, No. 10, Des Voeux Road, Central. Hall, Law & Co. Apply to Des Voeux Road, Central. Telephone No. 3217.

TO LET.—New and well-lighted office and whole ground floor No. 5, Duddell Street. Ground floor can be used as Bank and Office. Apply to within No. 10 Room, 1st floor.

TO LET.—at TAIPO, N. T. from 16th April for Six Months WHITE COTTAGE and ANNEXE, fully furnished. Apply Direct: W. E. CLARKE, Taiipo.

TO BE LET. Immediate possession. THREE large unfurnished rooms suitable for Offices or Bedrooms. Apply to the Astor House Hotel.

FOR SALE.

FOR SALE.—Gramophone—"His Master's Voice." Portable Model. loud & soft sound boxes and fifty records. Apply Box No. 1660 c/o "Hongkong Telegraph."

FOR SALE.—Nicely furnished flat in Humphrey's Buildings, Kowloon. Apply—Box No. 1061 c/o "Hongkong Telegraph."

KOWLOON RESIDENTS' ASSOCIATION.

The Annual Meeting will be held in the ST. ANDREW'S CHURCH HALL on MONDAY, 11th February at 6 p.m.

NAVY CONTRACTS 1924-1925.

SEALED Tenders, in duplicate, for the supply of the under-mentioned Stores for H. M. Naval Service at Hongkong during the period 1st April 1924 to 31st March 1925 will be received by the Commodore, H. M. Naval Yard, until noon on Monday the 3rd March 1924—
Fresh Vegetables.
Soft Bread.
Biscuit.
Rice.
Sugar.
Forms of Tender and any necessary information may be obtained on application to the Victualling Store Officer, H. M. Naval Depot, Kowloon.
The right to reject the lowest or any tender is reserved.
H. M. NAVAL DEPOT.
KOWLOON.
Hongkong January 1924.

NOTICE.

TO become identified with a large Company means not only security and protection, but also a privilege.
Our Company is the strongest financial institution at home and does the largest business in its line in the British Empire.
Assets now over \$400 Million Mex.
THE SUN LIFE ASSURANCE COMPANY OF CANADA,
17, Queen's Road Central, Hongkong.
F. M. Weller, Manager.

NOTICE.

NOTICE is hereby given that we have this day changed our firm name to—
"THOMSON & CO."
G. H. & N. THOMSON—Chartered Accountants, SHANGHAI THOMSON BROS. & BELL—Chartered Accountants, HANKOW. THOMSON BROS. & STEEDMAN—Chartered Accountants, TIENTSIN & PEKING.
Hongkong, 1st February, 1924.

NOTICE.

MESSRS. THOMSON & CO. Chartered Accountants, announce that they have this day opened an Office at 4A, Des Voeux Road, Central, Hongkong. Telephone No. Central 4616.
Hongkong, 1st February, 1924.

NOTICE.

THE HONGKONG & SHANGHAI HOTELS, LTD.

Mr. Walter J. Hawker has this day been appointed Assistant General Manager of the above Company.

By Order of the Board,
J. H. TAGGART,
Chairman.
Hongkong, 30th Jan. 1924.

NOTICE.

THE HONGKONG & SHANGHAI HOTELS, LTD.

Mr. Percy H. Suckling has this day been appointed Secretary of the above Company.

By Order of the Board,
J. H. TAGGART,
Chairman.
Hongkong, 30th Jan., 1924.

GOOD RADIO NEWS!

Amongst our latest arrivals now ready for you at reasonable prices—

U. V.—199 Vacuum Tubes
(Fil. 1½ volts. 0.46 amp.) H.K. \$4.00
U. V.—199 Sockets.....\$ 2.50
Ever-ready 45-volt Plate Batteries. Long Life. Fresh from Factory.....\$ 4.00
2000-Ohm Double Phone. Humidity-Proof. Made to our Order. Comfort and Sensitivity their Features.....\$ 2.50

Electric Soldering Iron Universal for 100, 200, Volts A.C. or D.C. and 32 Volts D.C. 7.50

AND

Our New Four-Tube, Dry-cell Receiver is here, guaranteeing the fullest Radio pleasures for you and your friends—A demonstration of this remarkable set will be given with pleasure.

RADIO COMMUNICATION CO. (ORIENT) LIMITED.

3rd Floor,
Alexandra Buildings,
Central 756 Kowloon 608.
Telegrams: "Broadcast," Hongkong.

BANK HOLIDAYS.

IN accordance with Ordinance No. 5 of 1912 The Exchange Banks will be closed for the Transaction of Public Business on Tuesday and Wednesday, the 5th and 6th February.
Hongkong, 1st February, 1924.

NOTICE.

WE have this day removed our Office to 3rd floor of THE CHINA BUILDING 404 Post Office Building.
A. B. THE SWEDISH TRADING CO.
FIL IN CHINA, LTD.
Hongkong, 1st February 1924.

NOTICE TO CONSIGNEES.

N. Y. K. LINE.
(NIPPON YUSEN KAISHA) From EUROPE & STRAITS. The Steamship, "RAIFUKU MARU."

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf, and Godown Company's Godowns at Kowloon, whence delivery may be obtained.

Goods not cleared by the 7th February 1924, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives on any Tuesdays & Fridays, at 2.30 p.m. within the free storage period. All claims must be presented within ten days of the steamer's arrival here, after which date they will not be recognized.

No claims will be admitted after the goods have left the Godowns.
No fire insurance has been effected.

NIPPON YUSEN KAISHA.

A CONCERT

IN ST. ANDREW'S CHURCH HALL, KOWLOON

ON MONDAY, Feb. 4th. at 9 p.m.

Splendid programme of Vocal and Instrumental items, Mental Reading, Impersonations, Musical Monologues.

ADMISSION, 50 cents.
(Including Refreshments)

NOTICE.

THE CHINA LIGHT and POWER CO. (1918), LTD. beg to notify their Consumers that owing to alterations in the Generating Station the supply of electricity will not be available between the hours of 9 a.m. and 5 p.m. on Tuesday the 5th of February.

SHEWAN, TOMES & CO. General Managers.

THE NEW PATHE PHONOGRAPH

(PLAYING ALL RECORDS)

is built of the best genuine Mahogany specially seasoned for this climate. Its amplifying chamber is a marvel in acoustic effect. See and hear it, and prove for yourself its musical superiority.



MODEL NO. 25
Price H. K. \$112.00.

Inquiries and inspection solicited

A. TACK 5, Des Voeux Road, Central.
PATHE-ORIENT 12, Queen's Road, Central.
Hongkong.

FORTHCOMING AUCTION SALES.

Lammert Bros. PUBLIC AUCTION.

DO NOT MISS—
ROCHA'S
POPULAR AUCTION SALES
Every Tuesday Thursday & Saturday
At 2.30 p.m.
Specialist is the Valuation of Household and Office Furniture

DA ROCHA'S MART
2A D'Aguilar St. Phone 2931

HONGKONG BOXING ASSOCIATION.

FOURTH TOURNAMENT OF THE SEASON.

Friday, 8th February, 1924.
at 9.15 p.m.

at the THEATRE ROYAL.

Main Event.

Fifteen Round Featherweight Championship of the Colony and the Scott Harstow Belt.

Stoker P. O. Jim Cartledge.
Royal Naval Yard,
(Imperial Service Featherweight Champion)

v.
A. B. Chadwick.
H.M.S. "Marazion."
(Lightweight Champion of the Colony)

Also One ten round Light Weight Contest and One Welter weight, One Light Weight, Two Featherweight and One Fly-weight Contests, each of six rounds.

Booking.—For Members only on the 4th February, at Moutrie's, 5th February, at the Hongkong Hotel.

For the General Public on the 6th February, at the Hongkong Hotel. On the 7th and 8th February, at Moutrie's.

Usual Prices.

Next Tournament March 8th, at the Theatre Royal.

Other notices appear on Page 5

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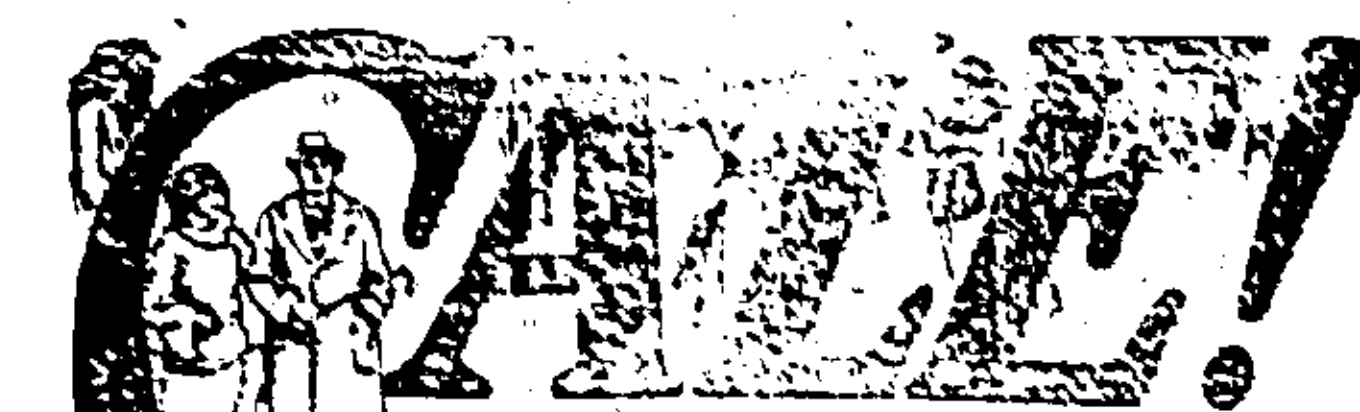
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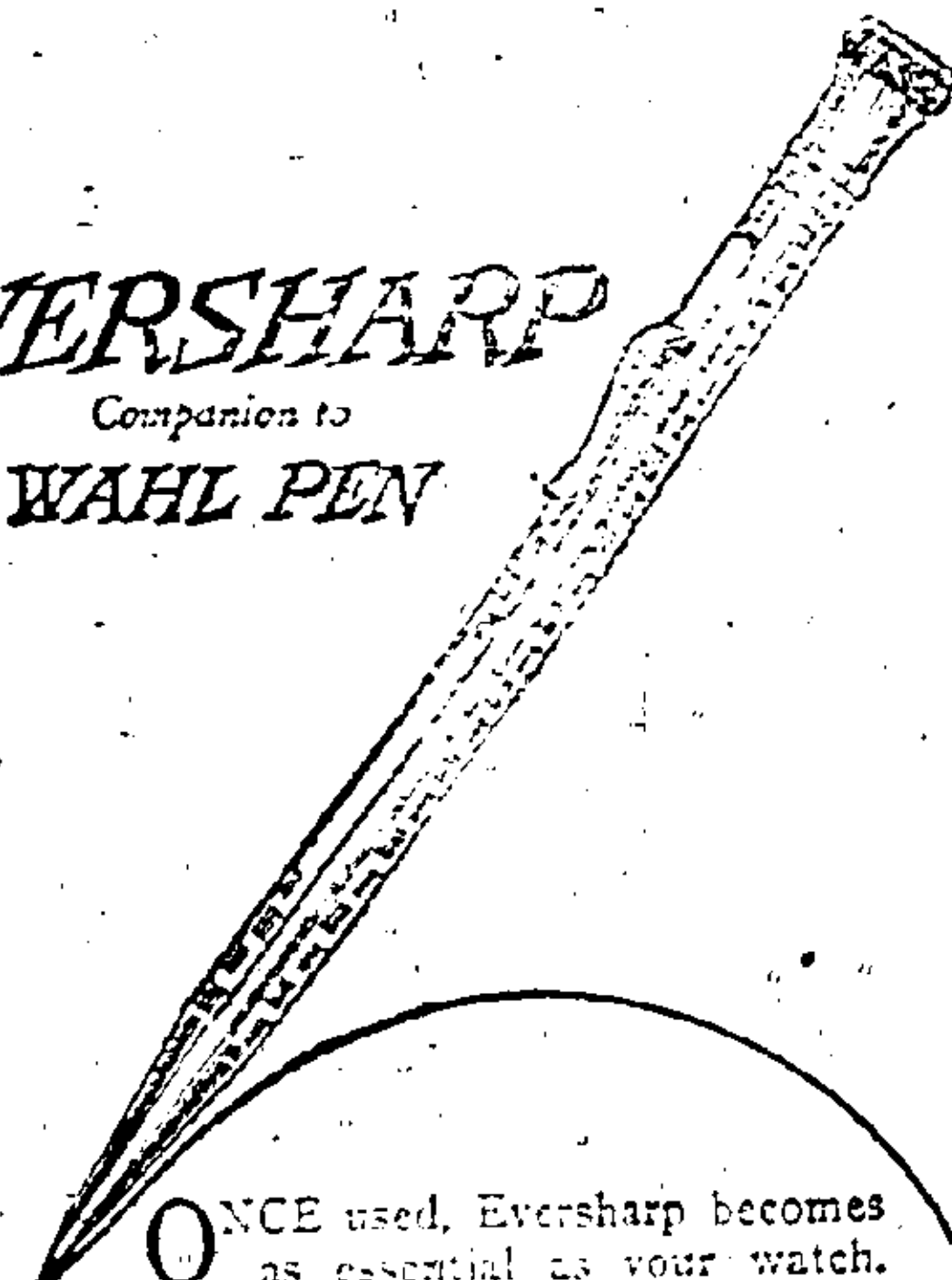
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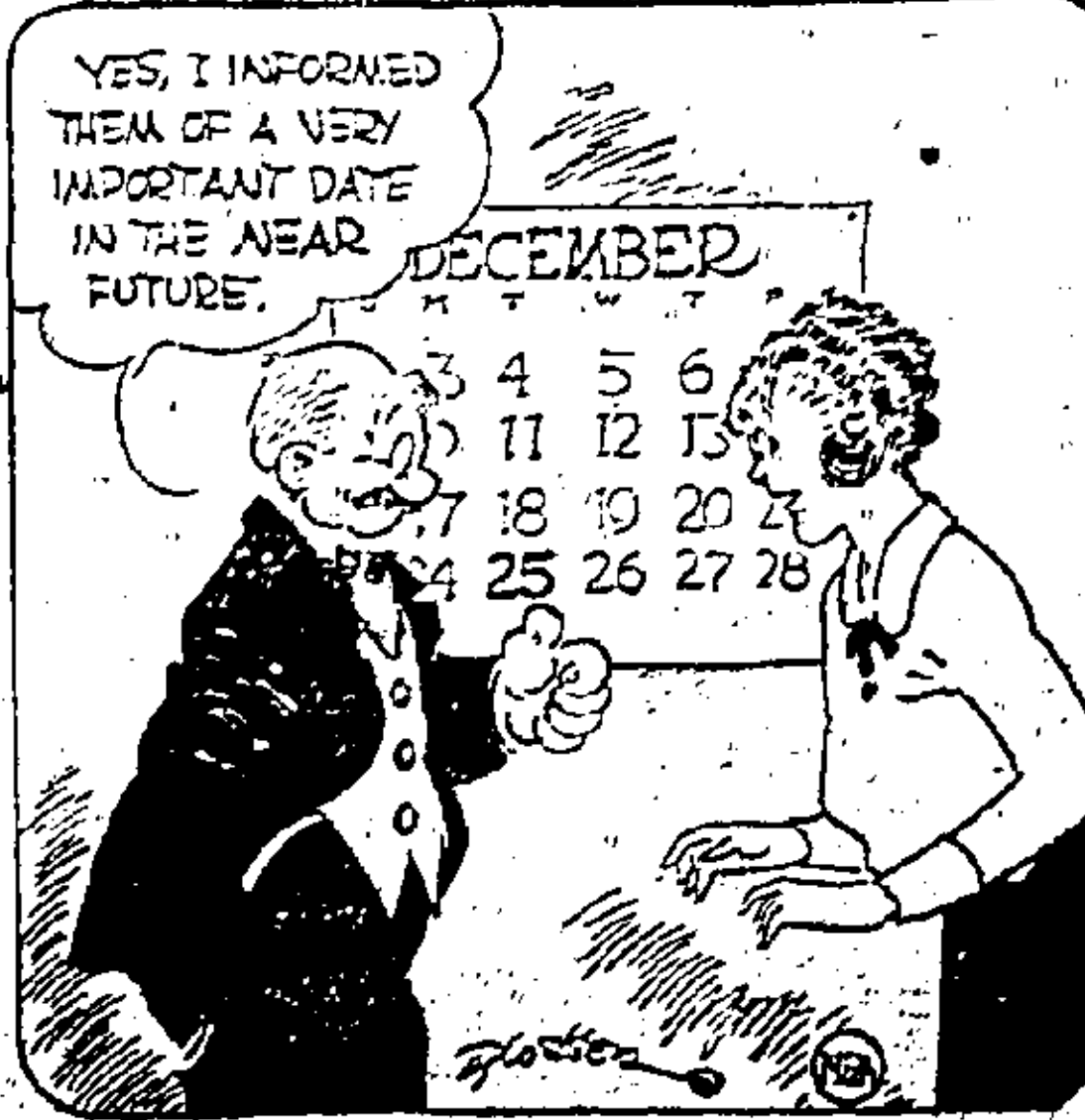
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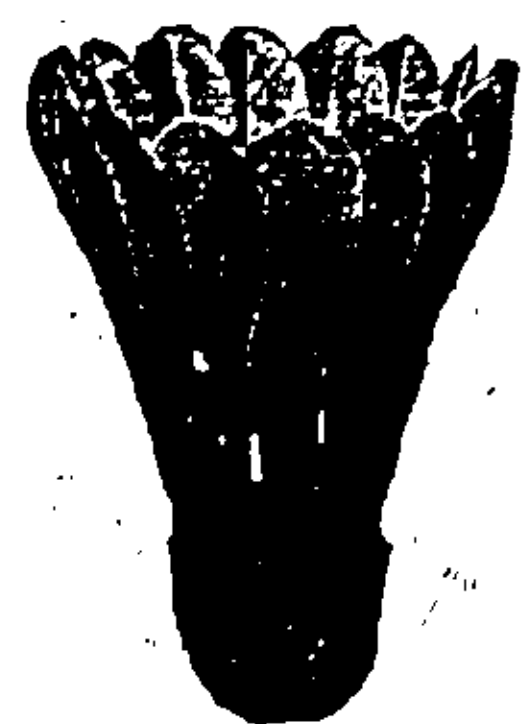


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The Telegraph.

HONGKONG, 2nd Feb., 1924.

CIVIC WORK.

In claiming to be able to point to a year of useful endeavour, the Committee of the Kowloon Residents' Association, whose annual report is just issued, appears to us to be erring on the side of modesty. A perusal of the report, and especially of the considerable correspondence which it contains, reveals the fact that a multitude of subjects has been dealt with, and, so far as we can see, definite results have been attained in every instance. In this way the Association is, year in and year out, fulfilling its aim of improving the amenities of Kowloon as a residential district. This thoroughly public-spirited body is, in many respects, a model Association. Its Committee meets regularly every month and discusses matters of urgent importance; its membership comprises men who are keenly interested in the development of the locality, and, unlike many other local organisations, the Association is in the happy position of being able to say that its subscriptions are fully paid up. The Association is run on sound business lines, too, for although its year only ended on the last day of January, its annual report is already in circulation, and it is of such a character that every member can gain a clear idea of the actual work which has been done during the twelve months. Another feature which is most gratifying is that the Association works in close harmony with the Government, acting on the principle that its functions are best discharged by constructive rather than destructive criticism. In this connection it is worthy of note that the report includes a cordial expression of thanks to Government officials for ready assistance rendered during the year.

Any impression that the Association concerns itself largely with unimportant matters is immediately dissipated by an examination of the report. From the many subjects dealt with we need only mention the hospital question, traffic matters, strength of the police, postal and bathing facilities, ferry congestion, road improvements, street lighting and public nuisances, to show that no matter of really vital consequence has been overlooked. We

venture to say that, but for the activities of the Association, Kowloon would be a far less desirable locality in which to reside than it is to-day. A tribute is due to the members of the Committee, who, without thought of reward or praise, willingly give of their time and labour for the public weal. They are actuated solely by a sense of civic duty—a desire to serve the community and to lend a hand in directing the energies of the Government into the best channels. We commend their work to the notice of all residents of the peninsula, in the belief that it will secure the approbation which it so manifestly merits.

Hospital For Kowloon.

It is quite possible that Kowloon residents will have a general hospital within their territory in fourteen months' time, and that is something to look forward to. No more, then, will one's feelings be harrowed by the sight of people in dire straits being taken on stretchers by ferry across the harbour, possibly only to be made to wait some considerable time at the other side if the motor ambulance happens to be engaged. This is what occasionally happens. Some months ago everything was ready for the erection of the Kowloon hospital. The site was marked out and levelling was put in hand. A representative of this paper was able to describe the scheme, after a view of the architect's plans drawn up in the Government building office. We need not repeat what has since occurred or the reasons put forward for the delay. These are fully dealt with in the report of the Kowloon Residents' Association, extracts from which we published yesterday. Well, everything comes to those who wait. It is estimated now that the buildings will be ready for occupation by the end of March, 1925, provided that nothing abnormal occurs to interfere with the work. So, barring fire, flood, famine, civil commotion or the acts of the King's enemies, those Kowloonites who prove fortunate enough not to fall ill before April of next year will have a hospital conveniently at hand when anything abnormal occurs to their health.

Treaties.

Treaties between various nations appear to be a necessary evil. Necessary because "everybody's doing it," and evil because of what they might—and often do—lead to. Thus we trace the ideal of the Socialists who, from "no secret treaties" have evolved a cry against any treaties whatever except commercial ones. Observers must have viewed with mixed feelings the recent pact concluded in the Balkans by big Powers with the small States which in the period of the late war were more or less part and parcel of powerful kingdoms that have vanished with the Treaty of Versailles and subsequent agreements. The latest addition to this list of treaties with Balkan peoples is the one Italy has signed with Jugo-Slavia. At least this means a satisfactory conclusion to the controversy over Fiume, which might have developed into permanent ill-feeling; and at the most it might be a parallel to the treaties already concluded by other interests in the Near East. Possibly Italy has now strengthened her position on her eastern frontier, just as France has gained an important defensive outpost by her pacts in the Balkans area. If these arrangements tend to render strife there less possible, then all we can say of the treaties is, the more the better!

THE GOVERNOR'S ABSENCE.

SIR CLAUD SEVERN IN CHARGE.

The Hon. Sir Claud Severn has been appointed Officer Administering the Government during the absence from the Colony of His Excellency the Governor, the proscribed oaths of office having been administered this morning by His Honour the Chief Justice in the presence of the Executive Council. The acting Governor has appointed Mr. A. G. M. Fletcher to act as Colonial Secretary and Mr. S. B. B. McElderry to act as Assistant Colonial Secretary and Clerk of Councils.

DAY BY DAY.

THOSE WHO PROVIDE MUCH WEALTH FOR THEIR CHILDREN, BUT NEGLECT TO IMPROVE THEM IN VIRTUE, DO LIKE THOSE WHO FEED THEIR HORSES HIGH, BUT NEVER TRAIN THEM TO THE MEXAGOR.—*Servetus.*

The naval transport Syria is due here on the 7th instant with military reliefs.

Messrs. Hall, Law and Co. send us calendars advertising Faber pencils and Goetz cameras.

His Excellency the Governor has reappointed the Hon. Sir Claud Severn to be Chairman of the Licensing Board for a further term of three years.

Mr. Mason, St. John's Cathedral organist, will give his first organ recital on Tuesday, February 19th, at 5.30 p.m. Mrs. Mathieson has kindly promised to sing.

M. Stupin, a noted Russian cellist, is shortly to give recitals in Hongkong, assisted by Mr. Harry Ore. He is a member of the former famous Moscow Trio.

We are asked to state that the visitors' books of His Excellency the Governor and Lady Stubbs at Government House will not be removed during their temporary absence from the Colony.

Amongst the passengers who left for Manila by the President Jackson were H. E. the Governor and Lady Stubbs, Capt. R. Neville, Mrs. A. G. Stephen, Miss Addis, Mr. H. P. White and Mr. A. E. Francke.

It is notified that, at the expiration of three months the Eastern Cinematograph Company Limited will, unless cause is shown to the contrary, be struck off the register and the Company will be dissolved.

The silk shipped per s.s. President Grant, which sailed from this port on January 7th at 10 a.m., arrived in New York on January 29th at 6 p.m., having been 22 calendar days and 8 hours in transit.

A memorial brass has been placed on the south wall of the Cathedral in memory of the late Mr. W. C. D. Turner, of the Hongkong and Shanghai Bank. It is to be dedicated by the Bishop, on February 3rd, at the 11 a.m. service.

The friends of Mrs. Thompson and Mrs. Lindsay will be glad to hear that, according to a Reuter's message, Dr. Thompson, who was captured by bandits whilst on the way to Peking, has telegraphed that he has escaped and safely reached Paotowchen.

Surprised whilst on a burglarious enterprise, Wong Ching, 26, was injured yesterday, the result of a leap from the first floor of No. 24 Cross Street which he took in an endeavour to escape arrest. He was taken to the hospital on the arrival of the police.

The offices of the Supreme Court are to be open daily from 10 a.m. to 1 p.m. during the Chinese New Year Vacation, except on Public and General Holidays, when the offices will be entirely closed. The Chinese New Year Vacation commences on the 5th February and terminates on the 9th February, 1924, (both days inclusive).

For the convenience of visitors from Shanghai to our next Race Meeting who desire to see the Champions run and still get back to their desks on Monday morning, the Canadian Pacific have decided to postpone the sailing of the R.M.S. Empress of Australia from noon till 7 p.m. on Friday, 22nd inst., arriving at Shanghai at daylight on Monday.

The following names have been added to the list of local medical practitioners:—Mrs. Ethel Mary Minett, 151, the Peak, (Bachelor of Medicine, and Bachelor of Surgery of the University of London; Doctor of Medicine, London; Diploma in Public Health, London); and Dr. Chau Sik-nin, 1, King How Road, (Bachelor of Medicine and Bachelor of Surgery of the University of Hongkong).

Bulls and Inners

From the Office Butts.

There is no truth in the rumour that Mr. Dovey is shortly to lecture at the Helena May Institute on "Stencil Work and Pottery."

Now that the brokers have a cricket team, we suppose they'll be taking up Rugby to fit themselves for the next scrum.

Mr. Jenkin can hardly be said to have adopted a lovey-dovey attitude towards our local handwriting expert.

Bottomley's creditors will get three pence in the pound which is about thirty cents more than some will get at the March Settlement.

We don't need regulations for fire crackers. It's the people who fire them who require regulating.

The way some of these brokers tell lies you'd think they'd adopted the "Franki" system for piling it on. A bill for this advertisement will be sent in due course.

One thing about Leap Year, you get an extra day's riding on the Ferry during February.

On the other hand, you've got to work an extra day for your month's pay.

We understand that in future Sir William Rees-Davies is going to sign his name in Welsh. His signature should then prove a rare-bit of calligraphy for a forger to potter about with.

"Are the Vamps coming back?" asks a local newspaper. We didn't know they had gone on leave.

Reminds us of the lady who, asked at a dance if she knew the old Alberts, replied: "No; do they live in Kowloon?"

In view of Leningrad, how about Macdonaldsburg for London one of these days?

Seems to us Mr. Jenkin found a lot of "pale places" in the handwriting expert's evidence.

The Prince Regent of Japan sent the Princess a poem of 31 syllables on his wedding day, thus leaving Her Royal Highness the womanly prerogative of having the last word.

What Shanghai needs most isn't a wireless station but wireless politicians.

Some men we know are not at all particular in admitting all sorts of weird scrawls as their signature on cheques. Maybe they sign them under spirit guidance.

"He came to the conclusion that the impressions were not from the same chop" stated an important witness in a recent law case. This habit of throwing one's food about should be strongly discouraged!

It looks as if Mr. Denby is going to Fall for it over those oil leases.

The teapot dome is usually a hot place.

There's no truth in the story that with the money left over, our Police Force intend purchasing a statuette of a wolf guarding her cubs.

Admiral Duff having gone to Delhi unfortunately did not receive entries for Home Rulers.

Every function is pleasant to another Admiral who can boast of so—the reporter.

But that's nothing. We know everyone but the man who says being baptised with haggis.

An old song modernised: "The Dashey Blanky shares have risen, they've only risen once; and I don't suppose they'll rise again for months, and months, and months!"

The highest tide about now, the Chinese say, is that over the Chinese New Year.

Congratulations to Mr. Pollock on being appointed an Unofficial Member of the Legislative Council for another four years.

We hate to say it but we are beginning to suspect that up to the present he has declined with thanks the honours which should be the natural result of such long and faithful service. Otherwise, why the delay?

The proof of the pudding is in the eating. Dr. Sun and Canton are in mourning for Lenin; Shanghai Russians held thanksgiving services!

Appropriately enough, a local paper rubbed it well into the Canton Government in a leading article entitled "Salt."

Canton is putting a tax on motor spirit. This should stop some of the gas from that quarter.

Trade may be bad in Hongkong at the moment, but, all the same, there's a wonderfully strong demand evident in the Chinese calendar market.

A book we should not care to review—Pincham's "Practical Problems of Piracy Pulverised and Possibilities of Prevention Proved, with Police Provisions and a Preface on Prudent Procedure."

This has been a good year for prizegivings.

What we want is an up-to-date Home Projector for shroffs.

One way to keep down the high-cost of living is to buy a steamer ticket.

If the worst comes to the worst, barristers can always supplement their income by turning handwriting experts.

The Chinese Navy is about as apparent as cheap rents.

We don't know whether to believe Sun Pao-chi or Tai Mo-shan.

"Colorum" brown will be the fashionable colour in the United States this year.

Insomnia is stated to be very prevalent in England now. Must be due to those Mah-Jongg parties.

His Excellency did not make a haggis of it.

There is no truth in the story that the Rev. Featherstone has already compiled some telling phrases in preparation for his next year's report.

In a recent piracy, useful help was rendered by the launch Hang On. One of the rare cases in which a hanger-on was welcome.

"Life and Forms" should be a good seller in Government circles.

There is now a capital levy imposed in Canton but the Cantonese do not think so.

The echo of the recent boom, will, it is estimated, be heard so far away as next month.

It is denied that a local dairy farmer has ordered a supply of Separatists from Germany.

Several Ice House Street brokers were cleverly caught on Wednesday—whilst playing cricket against Queen's College.

If the Manchus had had more that with the money left over, our cottonlooms and fewer heirlooms there would be less heartburning to-day.

The recent Indian Baby Show at Delhi unfortunately did not receive entries for Home Rulers.

Every function is pleasant to another Admiral who can boast of so—the reporter.

A lotta bright children late in life learn to fire off crackers.

"Annual Marriage of Actress" ran the heading in an American newspaper. Perhaps it meant "annual."

A Canton man has been arrested for selling arms privately. Serve him right. Advertisement rates on application.

We presume that the New York paper which wants the Arctic icefields covered with long-range guns to protect the Pole foresees the possibility of some barbarian wanting to pinch it.

The man that makes a bet on Tel. Mo-Shan as a winter camp has never tried our bathroom in the morning.

GOLF FOR ALL

BIG PUBLIC COURSE SUGGESTED.

Present Disabilities of Race and Purse.

["Hongkong Telegraph" Special.]

If there is one thing in this Colony more than another which gives rise to much heart-burning of Chinese, Japanese and others it is the monopoly enjoyed by the of Asiatic birth ever getting a members of certain Clubs to play chance of playing golf. For all the "Royal and Ancient" game of that public provision is concern-golf. Anyone who is not a member, very little, it would seem, of those Clubs is absolutely barred, and yet, so keen is the desire of those Clubs to play golf, that a few of them have got together and provided a public course and a six-hole round. In consequence of this, a rigidly enforced with one of the leading exclusive privilege for white spirits of this little band of men. We are going to argue that enthusiasts, the writer was in this is not what should be, that in fact many Japanese who the realm of sport and all have come here from Japan and should be catered for in absolute other places up North have been equality, and that the Hongkong playing golf for years. They can Government should take steps to play at the International Club in provide a public course and so Shanghai, at the Club of the same remove the cause of much dis-name in Hankow, and they miss satisfaction among the non-the opportunity of playing here European population.

Let us first of all deal with the and are proving something Royal Hongkong Golf Club of a solace. There is no suitable because it is the Club for which room to enlarge the course and it four of our five golf courses are is hoped among the Japanese reserved. There are two courses community that something far at Fanling, one at Deep Water better will in time be provided. Bay and one at Happy Valley for the Chinese there is no over which no-one not a member course available, and it is of the Club can play. The men-high time there was. Ask bership of the Club is already any of the men who play full, there is even a Juniorat King's Park whether the Section and a waiting list. The Chinese suffer from any physical policy of the Club is and disability as regards the game and always has been that member they will answer that some of the ship is to be restricted to caddies there can play a stroke white people. There may be no with any club to a degree of per-such stipulation imposed by the faction that is disconcerting to rules, but it is, nevertheless, the player whose bag of clubs is impossible for any but a white being carried. The Chinese in man to join. To some, that policy this Colony have extolled at all may appear selfish, to others but sports for which they have had a rightful prerogative of the facilities, and one needs only to members, but, from whichever mention football, tennis and angle it is looked at, it does cricket to prove such a statement result in an exclusion and is. Why then, should golf be denied therefore, liable to give rise to them?

PUBLIC COURSE NEEDED.

So far as we can see, there is no reason at all why the Govern-ment should not set about making provision for a big public golf course, open to all on pay-ment of a stipulated fee for a round. In Scotland there are dozens of golf courses where any and every one can play. Artisans can take out a card on just the same terms and with equal right as a retired professional man. Of course, there are exclusive golf clubs in all parts of the world where none but the elect may play, but in all big centres there are popular facilities being provided, where none already exist. The workers of Glasgow and Edinburgh, as well as the English towns, can enjoy their rounds of golf just as freely as they can play football or cricket. The day is long gone when golf was looked upon as being the pastime of the aristocracy and the day should quickly pass here when the playing of the game should not be open to everyone, irrespective of position, race or creed. And the only way the Kowloon Bowling Green Club and the Kowloon Cricket Club to bring the game within the reach of all is to provide a public course, just as means an ideal one, but it there are public bathing beaches, has served a very useful purpose and has given pleasure. The question of a site should Here again, none but Europeans not present very much difficulty, may use it, because the Clubs There is plenty of land both on which provide the players are the island and the mainland Clubs for Europeans only. One which, after careful selection, cannot quarrel with the members and preparation, could be made of private Clubs confining their into an 18 hole course. A "club membership to whom they wish, house" would be needed, at least because they have a perfect right some structure which would do so, but the uncomfortable, serve as the equivalent of a club fact remains that inasmuch as house, to provide accommodation the Clubs who have the use of the for the custodian in charge of the whole of the Colony's golf course and his staff and an office, courses do restrict their member-If the course were situated far ship, they necessarily prevent out of the City there should be any other person from playing some central office at which in-golf. It is not the action of the tending players could apply for Clubs with which we quarrel; it cards, all players to drive off at is the result of it with which we, the first fee in strict card in company with many others, rotation. Caddies could be allow-are dissatisfied. Regarding these, the pay for same being King's Park course, that is con-fined, or, as in the case of to disappear in consequence of some of the public courses at the development of the land Home, caddies could be forbid-der, general recreational pur-den. Such details would not be poses. But the Clubs mentioned hard to fix, anyway. The main above are now in negotiation thing to provide is the course, with the Government for another for the upkeep of which the course, situated at the back of Government would be responsi-Kowloon City. If they get the ble, the revenue from cards taken land, and we hope they will, about going towards the cost of entirely new club will be formed, upkeep. Fees should not be too it is thought. The membership high, and if the making and of the Club will be drawn from running of the course: did entail those at present using King's public expenditure the public Park and it is intended to pre- would be getting value for money serve the policy of keeping mem-ber reason of the fact that healthful bership restricted to white recreation was being provided for all who cared to participate.

VERY ILL



Ex-President Wilson, who is reported to be seriously ill.

TO-DAY'S MISCELLANY.

Many anathemas have been hurled at the unwise restorers of our ancient buildings. Few people realize, however, the extent of the harm which has been done. Sir Frank Baines has been telling the dreadful story at the Royal Society of Arts. "In the first 50 years of the reign of Queen Victoria over 21,000,000 was spent on twenty of our cathedrals, with results that the judicious could only deplore and many of these buildings, such as Worcester, Chester, and Lichfield, were now largely modern. The east window of Carlisle and the west window of York Minster—probably the finest examples of flowing tracery in this country, and perhaps in the world—were thus lost to us, having been renewed in both cases. Against such losses there is something to be said. The roof at Westminster Hall, for example, was mentioned as being nearer the original roof than it had been for 300 years."

A sharp rise in the London death rate is the evident consequence of recent fog. The severe pollution of the atmosphere which occurred during the period of the election have exercised their inevitable effect on the death-rate and on the numbers of deaths from bronchitis, broncho-pneumonia and heart affections, the last being specially influenced in an adverse way by all bronchial affections. For the weeks ended December 1 and December 8 the general death-rate was over 15 per 1,000. There is happily reason to suppose that the full effect of the fog has now been exercised and that these rates will fall. Yet the need of action to prevent recurrences remains as great as ever. On this occasion old people suffered much more than young ones, though a good deal of broncho-pneumonia seems to have been observed among infants. As, however, an epidemic of measles is now in progress, it would not, probably, be correct to lay the whole blame for the infant deaths on the atmospheric conditions.

The London Education Committee have been considering a difficult question. Miss Killen, an assistant teacher at a White-chapel Council school, was among those affected by the Home Secretary's Order in the round-up of Irish people in London. She was afterwards awarded compensation. Coming to the conclusion that she was not suitable for continuance in the London teaching service, the Committee recommended that her engagement should be terminated. When this came before the County Council an effort was made to induce the Committee to reconsider the decision, appeal being made to their sense of fair play and to the fact that Miss Killen's qualifications were not in question. The Committee, by the mouth of their chairman, pointed out that some parent, had objected, and it was natural they should not like their children to be taught by a teacher holding "certain views." The decision therefore stands.

We make the above suggestion in the hope that the Govern-ment will give it sympathetic consideration and take steps to remove a disability from which too many of those living and visiting here have long been suffering.

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NEW CHINESE ROLLING MILL.

Germans Provide £900,000 Plant.

The second rolling mill to be constructed in China, and the only one to be in operation, was to commence work at Footing, opposite the Kiangnan Dock Yard, on January 1, and will have a monthly output of approximately 1200 tons of bars, billets, T-s, rods, cross-bars, bamboo steel, bars for reinforced concrete, and light rails up to 26 pounds in weight, according to the *Shanghai Times*.

The works comprise two Siemens-Martin steel ovens and a rolling mill, the entire equipment being of German manufacture, from Westphalia, supplied by the Siemens-Rhineland-Schuckert Union through their agents in China, the Siemens China Company. The new plant will cost, it is estimated, approximately Tls. 900,000, and will be the property of a purely Chinese concern, with a concession from the Ministry of Communications. The managing director of the plant will be Mr. Loh Pa-hong, and the consulting and directing engineers will be Messrs. M. Buecher and A. Koehler, of the firm of Siemens China Company.

The new plant, which is the property of the Wuching Iron and Steel Company, Ltd., will operate two Siemens-Martin ovens producing high grade steel the smaller with a capacity of 12 tons per day of seven hours, and the larger with a capacity of 35 tons per day of ten hours. It is anticipated that the smallness of these ovens, though making necessary a larger proportionate consumption of coke, will make possible the production of a better grade of steel, and will be easier to handle. The monthly capacity of two furnaces will be about 1300 tons of high grade steel.

The company has its own supplies of ore in Chekiang, and is connected with the Huay Iron Mining Company in Wuhu. It also has blast furnaces capable of turning out approximately 1350 tons of pig iron a month.

The plant has a considerable water frontage and occupies an area of about 80 mow, but with extensions resulting from the construction of new dyke by the Conservancy Board and a pier by the company this will be enlarged another 25 mow.

WILL SELL ON BIG MARKET.

It is estimated that the local market requirements of steel are about 60,000 to 80,000 tons and if the plant turns out 10,000 tons only a year, it can find a ready sale for it locally. Besides the production of rolled steel the plant is equipped to make big cast steel parts for ships, and large cast steel pipes, from part of the output of the Martin furnaces.

The electric power by which the rolling mill is to be operated 1000 kilowatts, will be supplied by the Chinese Electric Power Company of Nantao.

The new plant is the outcome of a number of years of development on the part of the Wuching Iron and Steel Company, which put its first plant up in 1917, at a cost of only \$80,000, a blast furnace equipped to turn out only 350 tons of pig iron per month. This, however, was sold at Tls. 250 per ton, and the original cost of the plant was paid off in three months. The promoter was Mr. Lo Fah-hong.

SOME EARLY SMOKERS.

An Ancient Race in Celebes.

Descriptions of an ancient race who used tobacco about the beginning of the Christian era were given to the British Association by Dr. A. C. Kruyt, a Dutchman, who is home on furlough from Celebes. Dr. Kruyt said he had been sixteen years in the Indies, and he was going back for another five years to complete his investigations of the stone-using people who once inhabited that land.

This strange race left stone relics, particularly enormous stone casks in which they kept corpses of their dead. Each pot had a heavy stone lid and the only tools used for making these stone pots, idols and coffins were little bronze axes. These people used tobacco, rolling the leaves into cigars. Tobacco, Dr. Kruyt added, went out of use, and was supplanted by betel nut for chewing.

The people believed the first human beings were hewn out of the stone, and their king possessed huge stone thrones which they believed had originated from a race of giants. Dr. Kruyt suggested that the race came to Celebes from Japan.

COMPETING WITH NOAH.

Twenty dogs, two parrots and 14 chickens were removed from the home of an elderly spinster after her death at Greenwich recently. The woman, widely known for her kindness to the poor, as well as four-footed and feathered creatures, lost her life when her clothing was ignited by a flame from a coal-oil lamp. For years she had slept in a basement room. Seven pups shared the quarters with her.

This success induced the company to put up a second and much larger furnace with a capacity of 1,000 tons monthly. Both of these furnaces were constructed entirely out of local material and locally made machinery in Chinese workshops but under the direction of German engineers. The contractor for the construction of the second furnace was Li Koh-king, the drafting engineer Mr. E. Koehler, of Siemens China Company and the construction was in charge of Dr. M. Bruecher, technical manager of Siemens China Company, and representative of the Rheinische Union. Mr. E. Oster remained in charge of the blast-furnaces.

The original capital of the company, \$80,000, was increased in 1918 to Tls. 250,000, which was raised in 1921 to Tls. 1,000,000. Of this, to date, only 75 per cent, has been paid up, but as the cost of the new plant is to be Tls. 900,000 the rest of the capital will probably shortly be called for, and when the plant is paid for the firm will have a working capital of Tls. 100,000. The office of the company is at 24 Kiangse Road. The experience gained and the staff built up with this plant may be used for expansion on a larger scale later on. The administration of the plant will be Chinese, but the manager, and the assistant manager, will be German. Baron Von Ungern-Sternberg, now in Shanghai, will be managing director.

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Pinnacle Navy Cut	\$1.20
B.D.V. Mixture	\$1.30
Cordangan	\$1.30
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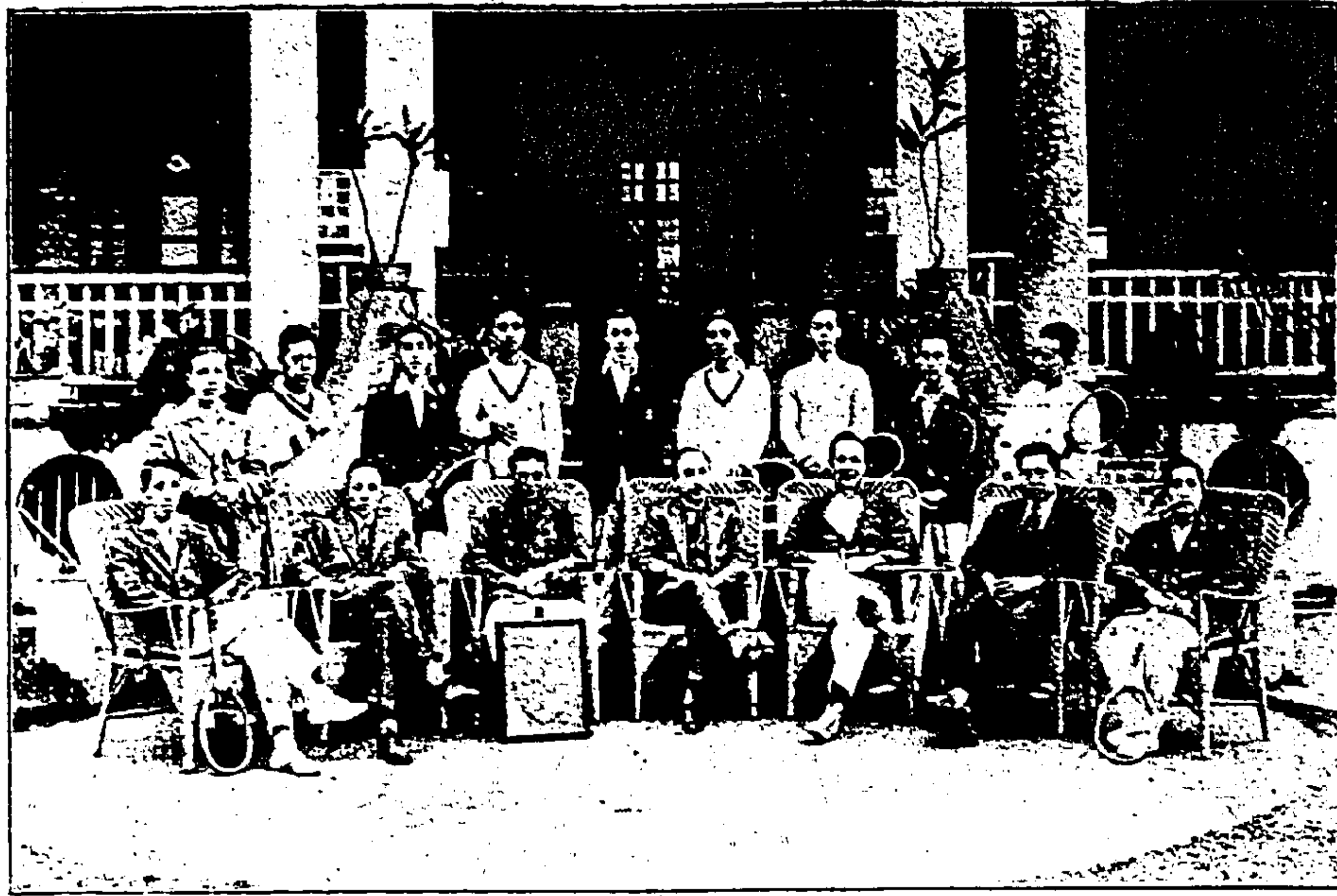
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CAMERA NEWS.



The Chinese Recreation Club's team which won the "B" Division of the Hongkong Tennis League. Left to right:—(Standing) Chao Po-min, Lau Man-kwong, Ho Ka-lau, Ho Wai-hing, Kwok Po-kan, Wei Kim-ying, U Man-ki, Lau Man-ching. (Sitting): Yew Man-tsun, Ng Sze-kwong, G. Lee (capt.), Dr. C. C. Wang (Chairman), Lau Fuk-ki (Vice-Captain), U. P. Cheung (Hon. Sec.), Cheung Wing-kue. (Photo: A. Fong).



Chevalier S. K. Chen, Chief Secretary to the Bureau of Foreign Affairs. He is 54 years of age, is a native of Canton and has been in Chinese Government service since 1901, rising from student interpreter to Chief Secretary.

COLUMBIA NEW PROCESS RECORDS

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L1493

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L1497.

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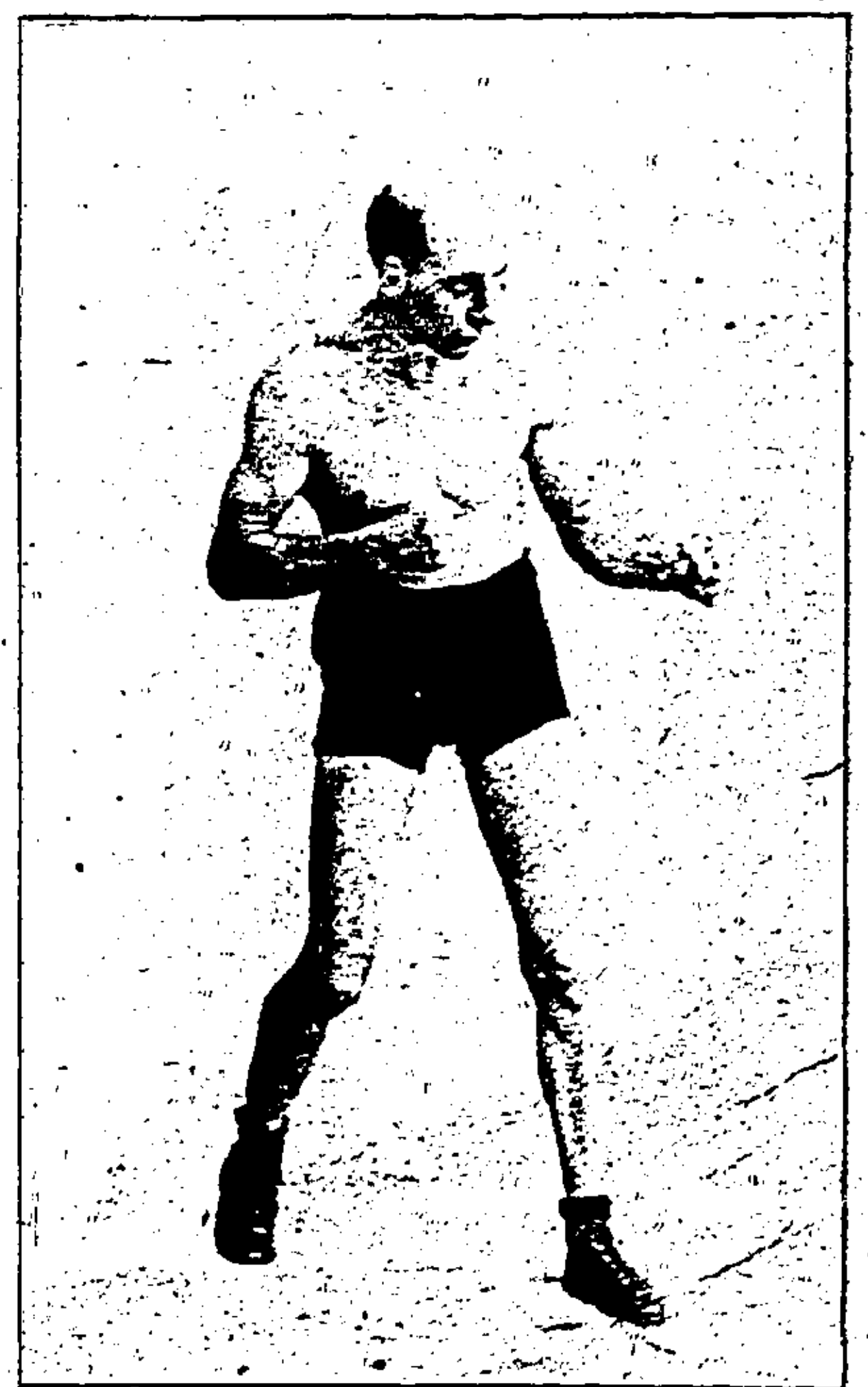
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A. B. Chadwick, who is to fight Jim Cartledge for the featherweight championship of the Colony on Friday next.



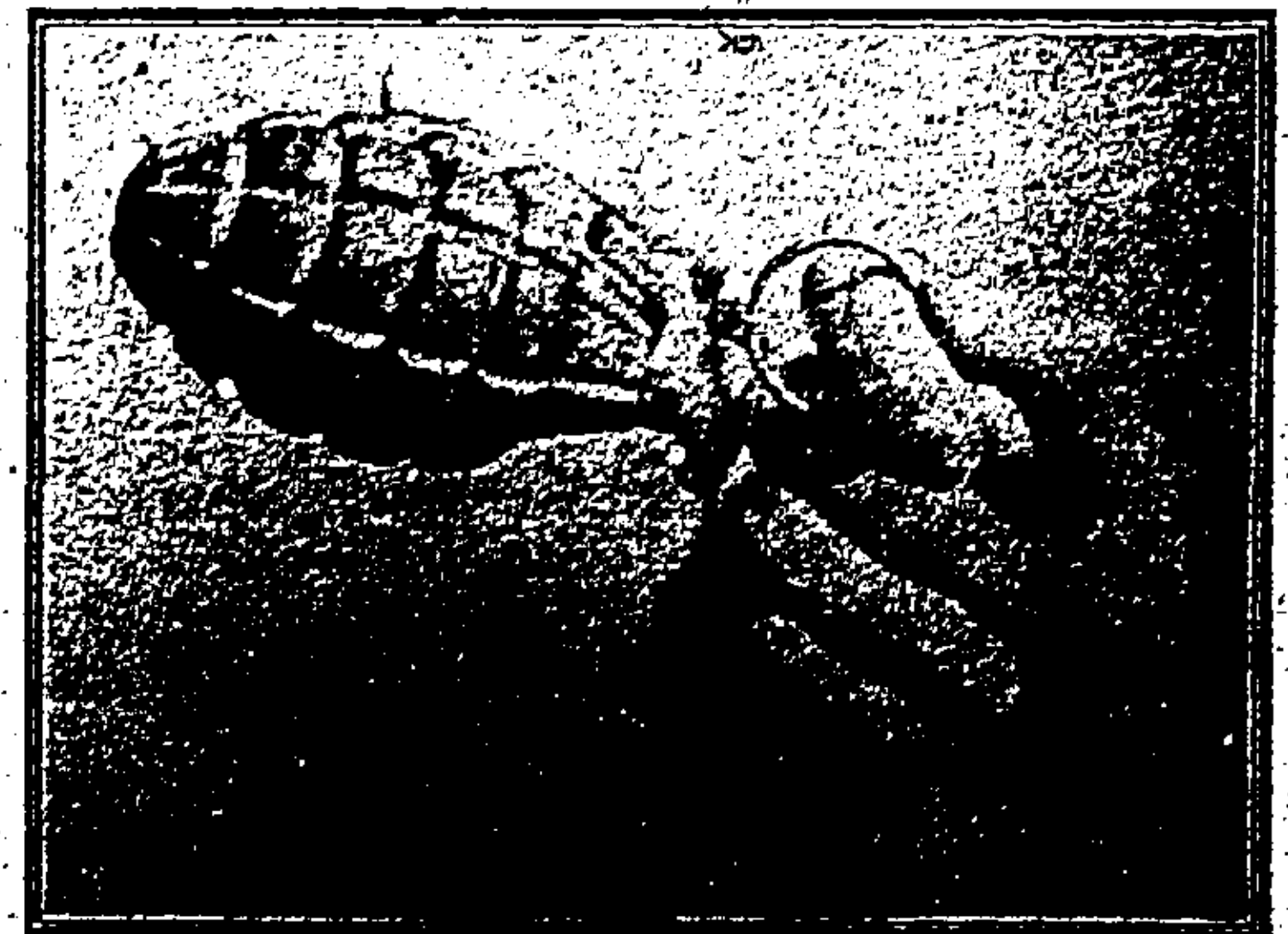
Jim Cartledge, Imperial Services featherweight champion, with some of his trophies. He meets Chadwick on Friday.



Eddie Grady, chief officer of the s.s. Hong Hwa, who was at one time sparring partner to Ted Lewis.



Shansi soldiers are excellent still-walkers. This picture was taken at the Feast of Lanterns at Fenchow, Shansi, obviously a few days after they had received their back pay and were not feeling particularly lawless.



Thousands of bombs are offered for sale in Shanghai at \$3 each from the Russian ships now at Woosung. Our picture shows one of them. The lever at the side is connected with the fuse, which, when started, allows four seconds for the thrower to run away before it explodes.

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WOMEN'S INTERESTS

A BEAUTIFUL BRUNETTE.



Miss Mildred Keats, musical comedy actress, called by Edgar Selwyn the "most beautiful brunette in America."

BRIDAL NOTIONS. THIS WEEK'S RECIPE.

Veils are of enormous proportions, although the custom of draping half of them over the face as the bride walks up to the altar has completely died out. Nothing covers the face now, and only a narrow kind of fringe obscures just the forehead in front. Often the veil is folded tightly across the forehead, and held in place over each ear with a bunch of orange blossoms. At a recent society wedding the bride arranged her veil with a tiny bunch of flowers, but left one bud hanging in such a cleverly arranged way that it looked like a magnificent pearl earring. Real lace was appliqued round the edge of the veil, so as to produce a light and filmy as well as a rich effect.

Another recent bride arranged her veil across the forehead like a nurse's cap, a somewhat severe line, which suited, however, the plain type of frock she wore with it.

On account of the length of the modern wedding-dress sleeve, only the shortest of gloves are worn. In fact, when the pointed sleeve that falls over the hand is chosen, there is really no need for gloves at all. If a bride, wishing to depart from the strict path of fashion, decides to add short sleeves to her dress, then, of course, the gloves must be long enough to meet the hem of the sleeve.

Few jewels should be worn by a bride, the most that good taste permits being a pearl necklace or a corsage brooch.

Many brides prefer to carry a Prayer-book bound in white vellum or a handkerchief edged with wonderful lace, to the traditional bouquet of flowers. French brides never carry a bouquet in church, this always being left outside in the carriage, or else merely being handed to the bride after the ceremony, so that she may lay it on the altar.

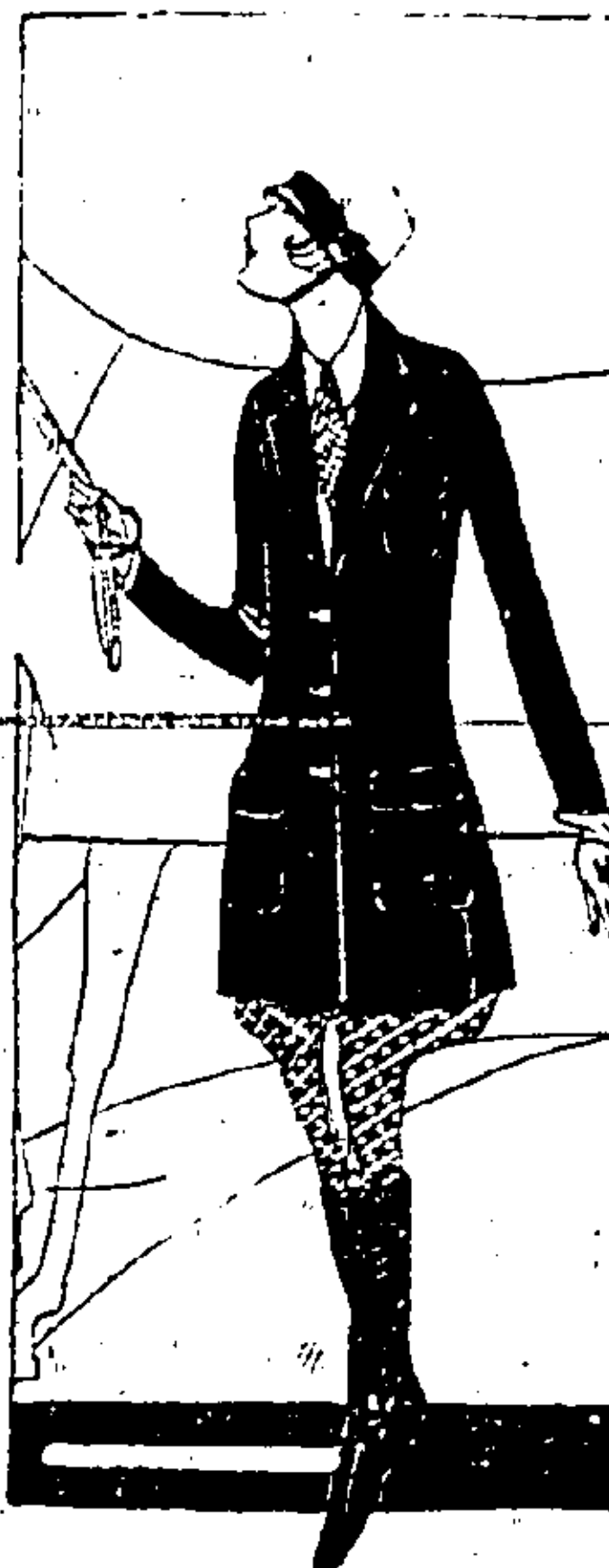
Suede shoes are gradually ousting those of satin at weddings.

Most brides choose white crepe de Chine undies for their wedding day, and have them incrustated with an embroidery worked on the finest of net, a dainty floral design being chosen.

Walnut Cookies.

Two cups light brown sugar
1 1/2 cups butter and lard mixed.
3 eggs, 5 cups flour, 1 teaspoon salt, 1 teaspoon soda, 1 teaspoon cinnamon, 1 1/2 cups broken walnut meats, 1 teaspoon vanilla.
Cream shortening and sugar, add one cup sifted flour and beat well. Add eggs well beaten. Mix and sift remaining flour, salt, soda and cinnamon. Add to first mixture. Mix thoroughly and add nuts. Form into a long, round roll not more than two and one-half inches in diameter and let stand on ice or in a cold place over night. In the morning cut in thin slices and bake in a moderate oven until brown. This rule will make a big "batch" of cookies.

FOR RIDING.



The newest riding habits have breeches of checked material with plain-coloured coats to match.

With the habit a flannel shirt may be worn or one of heavy silk. For formal wear the stock is correct. For informal wear a tailored, round-collared blouse.

SUITABLE SHAMPOOS.

Nothing is of greater importance to the general well-being of the hair than the choice of a suitable shampoo. A shampoo which contains any form of alkali is most injurious to the hair, for it dries the roots, making it brittle and causing it to split, and is, in the majority of cases, the chief cause of premature greyness. Soda, borax, and ammonia, the latter so often used with the idea that it will remove greasiness, are all equally injurious.

The perfect shampoo for the hair, whether it be fair, dark, or auburn, is the egg shampoo. To prepare an egg shampoo take two fresh eggs and break them in a large basin—a pudding basin will answer the purpose admirably. Add two tablespoonfuls of warm (not hot) water and a dessertspoonful of fine shredded white Castile soap. Beat thoroughly till the eggs are a light foaming mass, then, if the hair be inclined to be greasy, add one tablespoonful of bay rum. Very dry hair does not require the addition of the bay rum. Fill a basin with hot water and allow the ends of the hair to fall into it. Damp the head then shampoo the egg mixture well into the roots in the usual way, washing it off with lukewarm water. To the rinsing water, which should also be lukewarm, add one tablespoonful of bay rum.

whites only of the eggs should be employed, and in place of the bay rum a tablespoonful of eau de Cologne or gin should be used. When rinsing silver hair give a squeeze of the blue rag to the water. This prevents that yellowish tinge which is so often seen on silver hair.

Fair, or ash-blond, hair can be much improved if a little camomile lotion is added to the rinsing water. To make the lotion place a tablespoonful of camomile flowers in a large jug and pour over it a pint of boiling water. Cover and allow to stand for ten minutes, then strain into the rinsing water.

PRETTY TRIFLES.

A pair of silk garters decorated with a silken doll's head, or a lace butterfly, is amongst the amusing novelties.

Flat pouch pockets in suede worked with silver beads, have a double role to play in decorating madame's toilette. Attached, one to each coat cuff, they are not only decorative, but useful. When opened, they are found to contain one a powder puff, the other a looking glass.

FASHION NOTES.

Glass buckles in mottled batik designs are used on some of the newest pumps.

Borders of ostrich feathers a few shades darker than the frock are featured on chiffon dance frocks.

Smart pumps of patent leather or suede are trimmed with lizard skin.

The most popular scarfs of the moment are of black kasha cloth embroidered in very bright silks.

Floating panels of lace or georgette drop from the newest Paris creations, and blur the straight silhouette which is becoming a bit overdone.

Black velvet bands are used extensively this season on white crepe frocks. Black wool designs are seen on white crepe too.

A striking straightline frock is of white wool with vertical bands of seal skin. It has a high choker and wide cuffs of the fur.

Very serviceable and good-looking bathrobes are made of corduroy lined with self-coloured silk.

ORIGINAL PANORAMA DESIGNS.



Very amusing and entertaining are some of these new materials covered with quaint men and beasts as well as suns, moons and innumerable motifs.

Sketched here are two frocks—one made entirely of a new figured silk, the other combining the decorated fabric with a plain one.

THE AMBASSADOR FOX TROT.

BY ARTHUR MURRAY.
DIRECTOR, NATIONAL INSTITUTE OF SOCIAL DANCING.

THE Ambassador fox trot was so named because it is the dance most popular at this fashionable hotel, where New York's best dancers gather at tea time to introduce the latest steps.

See how easily you can learn it. This movement contains a syncopated waltz step done to fox trot music. It is extremely popular with good dancers who appreciate the beauty of doing waltz steps to fox trot music.

1. Begin with left foot and take a long slow step straight forward.

2. Step on right foot forward, diagonally to right, as in illustration.

3. Draw left foot up to right, weight on left. These three steps complete one forward waltz movement.

4. Step directly backward on the right foot. Repeat the entire step of four counts.

Note that in the illustration the numbers 1 and 4 are dark. This is to indicate that they are slow steps; each step is given a full count. Numbers 2 and 3 are given quick steps.

LADY'S PART.
Learn the man's part before studying your own.

1. Begin with the right foot and take a long slow step backward.

2. Place the left foot backward, diagonally to your left, about 14 inches to the left of your right foot.

3. Draw the right foot up to the left, weight on right.

4. Step straight forward with your left foot, weight on left. Repeat the entire step of four counts.

Note that the first and four steps are done slowly and each of these steps receives a full count. The second and third steps are done quickly and receive only half as much time.

COMBINATION NO. 2.
This movement is one of the most delightful in the fox trot and



The fourth step in the Ambassador fox trot being demonstrated by Arthur Murray, its originator, and Allen Moon.

extremely popular among the better dancers.

Man's part:

1. Begin with the left foot and take a long slow walking step directly forward.

2. Take a long quick step forward on the right foot, placing it about ten inches to the right.

3. Quickly draw the left foot up to the right, heels together. (So far you have taken three steps, the first one is a slow step while the second and third are done quickly.)

4. Take a long step forward on the right foot and hold the weight on this foot for two counts while you extend the left foot in front, lifting it about two inches off the floor.

Repeat the entire movement.

Lady's part:

1. Begin with the right foot and take a long slow step directly backward.

2. Quickly step backward on the left foot, placing it ten inches to the left.

3. Draw the right foot up to the left quickly, weight on right and heels together.

4. Take a long slow step backward on the left foot and hold the weight there for two counts while you extend the right foot backward, lifting it about two inches off the floor.

Repeat the entire movement.

A SHOE TIP.

When shoes are a little too big round the ankle cut out pieces of dark material—cloth for choice—just a shade smaller than the tongues of the shoes, and gum them to the backs of the tongues.

Allow them to dry thoroughly. Next time you lace up your shoes you will find that they fit quite comfortably. Shoes that are too large can cause almost as much trouble as those that are too small.

An evening coat of unusual loveliness is of golden brown velvet shirred and banded with ermine.

A gown of bright tomato red chiffon is closely pleated and trimmed with wide bands of ecru lace which form the front panel, collars and cuffs.

Small epaulets of gold or silver lace are seen on some of the most distinctive velvet frocks of this season.

VARIETIES IN COCKADES.

Cockades are now being made of every conceivable fabric. Even feathers are pressed into service, some very charming effects being achieved by the clever combination of flutes of ribbon velvet, over which fall little tufts of glycerined feathers which takes away the stiff effect of the cockade.

Other cockade trimmings show rosettes made of many loops of narrow petersham, joined together in the middle by a narrow circle of gold or silver braid. Tufts of paradise are also worked up to form similar effects, while the feathers of the humble barnyard fowl, dyed in the gayest shades, are used.

Very charming and exceedingly useful are some giant cockades made of iridescent coque feathers. These are generally arranged so that they entirely cover one side of the crown of small brimmed hats, the long tips of the plume spreading over the top of the hat, and forming a drooping side-trimming as well.

IMPORTANT ITEMS OF DRESS.

Odd leathers and brilliant colours adorn the feet of fashionable women. A pair of buckles which may be all things to many shoes, have a fan of lace standing out from behind a diamante circlet. A safety pin attached to the under side of this ornament enables it to be quickly transferred from one pair of satin slippers to another. In oxydised silver lace or black lace a pair of buckles is of great help to the well-dressed but small income woman.

A pocket which fixes on by means of a similar pin is another kindly aid to the decorative scheme of several dresses. It hangs from two straps of leather, satin or brocade, and is cut square or diamond-shaped. Embossed, embroidered, or left entirely plain it gives an original note to a plain frock.

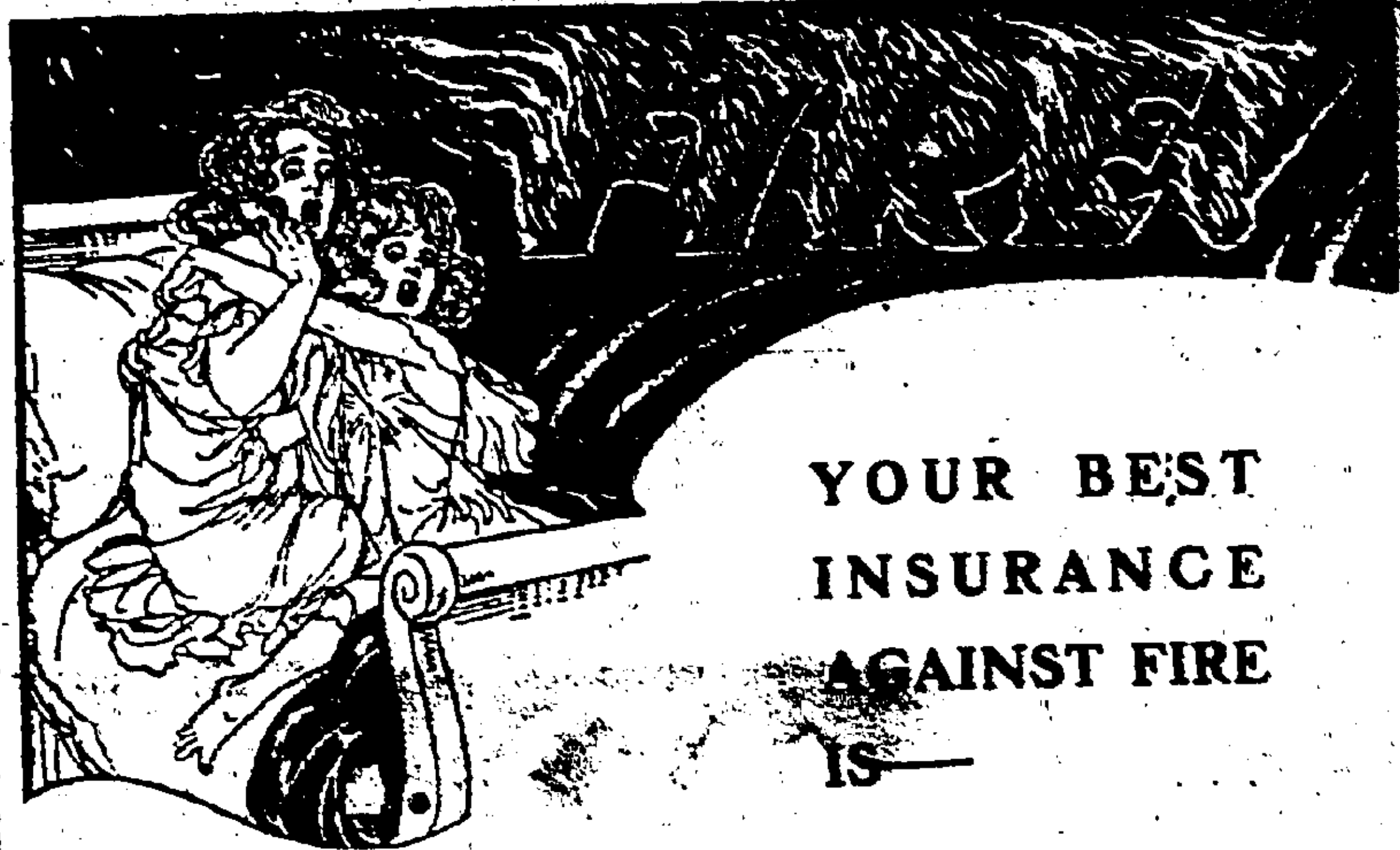
Another type of pocket is fastened to the belt, and some narrow suede belts have a pocket at either side. With these the question is: on which side the handkerchief would be best placed? and the decision is mostly in favour of the left side.

NEGLIGEEES.



For practical wear the breakfast coat of corduroy is recommended. It is made of wide-waisted corduroy lined with silk ribbon. It ties in the fashionable manner, on one side.

The other negligee sketched is a slip-over gown with odd wide sleeves and a giraffe that fits over one's hips.



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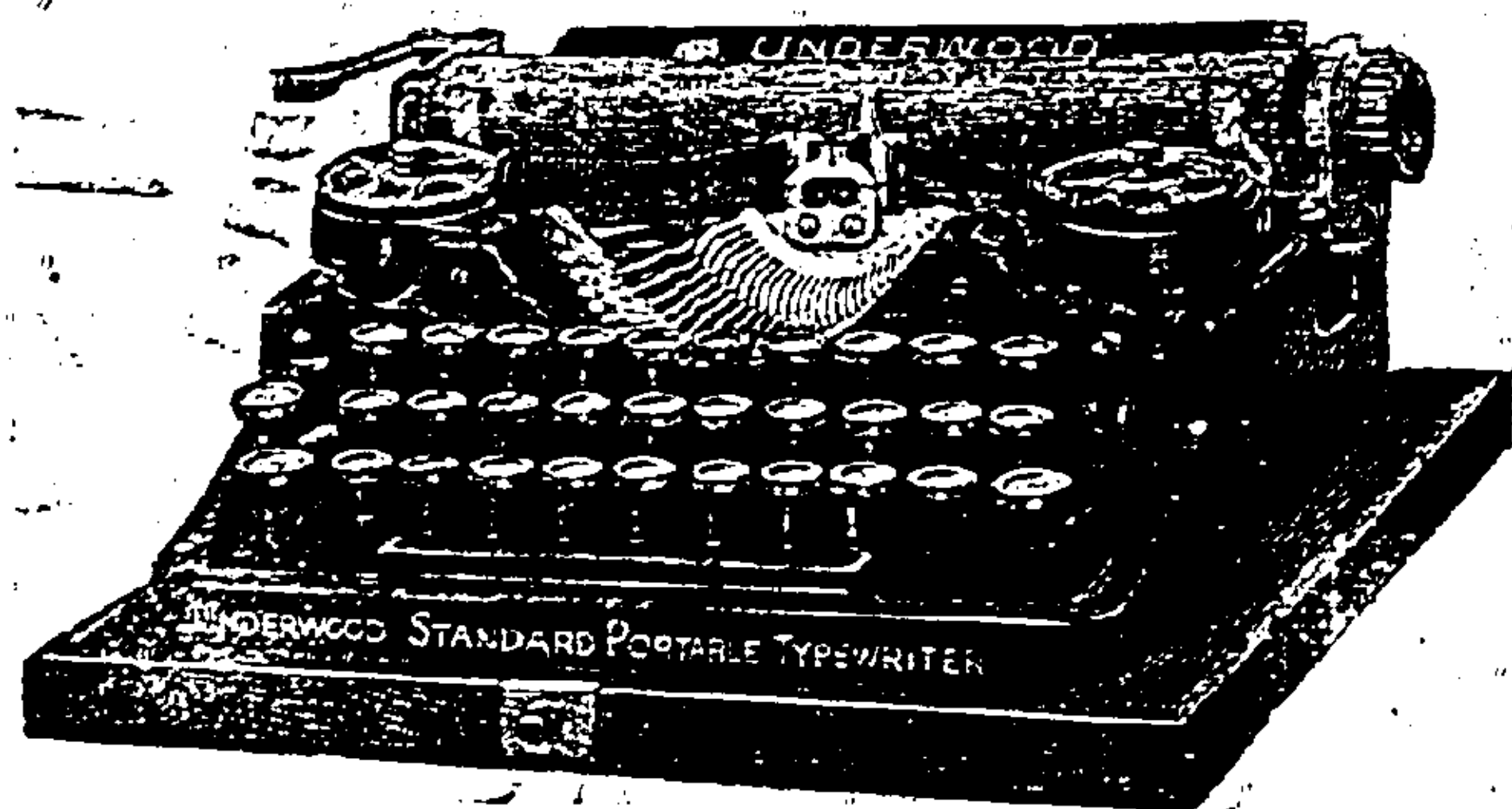
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FREEMASONS' NEW BUILDING.

Temple to Seat 2,000.

Lord Amthill, Pro-Grand Master, presided over the Quarterly Communication of the Grand Lodge of English Freemasons held at Kingsway Hall, when the Duke of Connaught was nominated Grand Master of England for the 24th year in succession. Reference was made to the forthcoming visit to the United States of Sir Alfred Robbins, President of the Board of General Purposes, when he will be the guest of several of the American Grand

Lodges. This visit will, it is believed, conduce to a fuller understanding between the English-speaking members of the Craft. Masonic recognition was also given to the Grand Lodge of Mexico. It was stated that it is proposed to issue an invitation to architects to submit designs and plans for the new Masonic Million Memorial Fund building, in competition.

The proposed new building will comprise: a large Temple with seating capacity for 2,000 persons with cloak rooms and other accommodation, registration hall, vestibules, and scrutineers' room; administrative offices, including a suite of rooms for the Grand and

Assistant Grand Secretaries' rooms for clerks, waiting rooms, general staff clerks' office, register room, muniment rooms, board and committee rooms; increased accommodation for the Grand Master, Grand Officers, and Past Grand Officers; a group of large rooms for the use of visitors, including a reading and writing room, a smoking room, three conference rooms, a locker room, dressing rooms, bath room, &c.; a library and museum, with a strong room; 15 Lodge and Chapter rooms, with seating capacity varying from 30 to 600, all with ante-rooms and candidates' rooms; store rooms adjacent to each Lodge room.

RADIO NOTES AND NEWS.

A Matter of Microphones.

In the course of a recent article, Capt. P. F. Eckersley, the chief engineer of the British Broadcasting Company, writes—

"To amateurs, I say, look for microphones that are both sensitive and non-resonant. Full well I know that multivalve amplifiers for low frequency are expensive and unpractical for many of you. If you want a remunerative and fascinating line of research, try the microphone problem. It should be easy to evolve some compromise, something that lacks the resonant qualities of ordinary commercial microphones to some extent, and which gives in return quality unrivalled in the amateur world. There is a market among amateur transmitters for something which will not be so costly as studio microphones, and can yet approach them in quality."

A last word to all who search after quality. It is useless to get a microphone that gives the most wonderful results, which can hear the bat's squeak and the elephant's grunt, and still retain the subtle quality of the emu's mew (middle C), and then tack it on to a control circuit that most marvellously distorts its best effort.

I have yet to find a method of control other than choke that will do justice to a "perfect" microphone. I point no finger of scorn at any one. I know the difficulties and the limitations of the method. To those who want long distance, I bow and say carry on; to those who want perfect quality, I say research among microphones and then perfect your wireless set for quality considerations alone.

These remarks to amateurs are intended to be put forward in a constructive spirit. May you be tuned in to this sentiment.

TELEVISION A FACT.

An American inventor, Mr. C. F. Jenkins, recently demonstrated his wireless television system, and the full story of his success is given in the *Wireless Review*. In his laboratory, Mr. Jenkins had a small cinema screen, and people were able by wireless to see him move his hand about. The editor of our contemporary, who has taken a keen interest in television, believes that it will not be long before people will be able to see on a small screen in England, at 4 o'clock in the afternoon, what happened in America at 11 o'clock.

Australian Commonwealth officials in London have received information that a number of amateur radio operators, following a pre-arranged understanding with amateur operators in America, recently received a particularly clear message from station 6 KA, of Los Angeles, California, nearly 7,000 miles away. Many other American and Canadian stations were heard, including the station 6 CFZ.

A letter from Australia states that a 5 kw. transmitting station is to be erected in Sydney for the purpose of broadcasting. This is more than three times the power used by the British broadcasting stations. This is necessary, as Australia is not so thickly populated as England, and therefore, to provide entertainment all around cities and towns, greater power is required. In these circumstances a crystal user 50 miles away will be able to hear this 5,000 watt station.

A FIELD FOR RESEARCH.

A writer in a Home journal draws attention to the possibility of evolving "some form of valve that could be employed for both house illumination and wireless purposes." He describes a simple, yet very interesting experiment of his own.

The first thing to do is to obtain a two-filament motor-car lamp of standard make. These are the "high-low" lamps that are so arranged that a dim or bright filament can be used. Such lamps usually retail at prices ranging from two to three shillings each. One or two should be purchased, and the first job is to remove the base carefully with a small, sharp-pointed instrument. When the base of the lamp is worked loose it should be carefully pulled off, and the application of a hot soldering-iron will immediately release the three connecting wires. It will then be seen that the filaments are so arranged that either one or the other may be used. However, such an arrangement could not be used as a valve, and hence the necessity of removing the base to change the connections. The two wires from one filament are joined together, and the other two wires

of the other filament are brought out independently. The filament with the joined wires will serve as the plate.

After these changes are made the wires are again soldered to the base in such a way that they will not be short-circuited or touch each other. In fact, it is a good plan to fill the base of the lamp up with glue, or, better still, resin, which is a better insulator. This done, the base is again adjusted in position and held there with some good grade of glue or cement.

With this arrangement an ordinary socket can be employed, providing a third terminal is supplied. Two terminals are needed for the filament and one for the plate, for the grid is of the external type and is placed on the outside of the tube, causing the valve to operate by electron leakage through the glass. The grid can be made of copper foil or some light form of copper screening. If the foil is thin enough it can be held to the surface of the glass by the use of some cement, or a small piece of copper wire can be bound about the tube.

Since all motor-car lamps operate on six volts, the standard radio storage battery and rheostat can be employed to control the filament.

DON'T EXPECT TOO MUCH.

The external grid valve such as just described can be used in practically any circuit. However, the writer wishes to mention at this point that the same results as those obtained from a standard valve cannot be expected.

It is much more sensitive than a crystal, but does not compare favourably with valves of standard make nor can they be "cascaded" to form amplifiers, owing to the fact that it would be most difficult to find a low-frequency transformer that would match the impedance of the valve. In fact, the writer has no idea what the impedance of this tube might be, and therefore could give the prospective builder no data concerning the construction and specifications of such a transformer. Therefore, though such a transformer were constructed, it might be found that the trouble and expense involved in setting up the outfit would not be worth the candle.

Nothing definite can be said about the H. T. voltage, for it will be found best to experiment a little until the proper voltage is found, which will be indicated when the signal in the phones becomes loudest. However, it has been found that something between fifty and seventy-five will be necessary.

If a powerful horseshoe magnet is about the house it will be advisable for the experimenter to place it at various points around the tube, and some point will be reached where a noticeable increase in signal strength will be had. The magnet may then be permanently arranged at this point. If the magnet is very weak it will not be worth while to try this experiment, since the results will be bound to be negative. If the experimenter desires he may make up a number of these valves and pick out the best one, holding the others in reserve. In some cases an exceptionally sensitive bulb will be found, and all the trouble taken in preparing it will be well spent. This is experimenting of a nature that should satisfy every type of "radio fan" who wants to be dabbling with something new.

SAVING CANADIAN WILD-LIFE.

Sport is so popular in Canada that measures have had to be taken to prevent the extinction of certain species of birds. In some cases, unfortunately, the precaution has come too late. The Eskimo curlew, the Labrador duck, the passenger pigeon, and the great auk are reported to be already extinct, while the whooping crane and the trumpeter swan are becoming increasingly rare. Protection, however, was not a simple matter, co-operation being necessary between Canada and the United States in the case of migratory birds. This has now been achieved by the Migratory Birds Convention, which provides in both countries a close and an open season for game birds, and continual protection throughout the year for insectivorous birds. Bird lovers throughout Canada are now enlisted as honorary game-keepers, and this corps of voluntary workers is steadily increasing.

ELECTRICAL INSTALLATIONS

Estimates and advice free

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LUX

will make light work of keeping the children nicely dressed. Linens, lawns, organdies and batistes can be made to last just as long as the dark, ugly ginghams.

It is so easy to wash the children's clothes in LUX. The thin, white, silky Lux flakes, specially made by our own exclusive process readily dissolve into a rich bubbling lather, as harmless to fine fabrics as pure water itself. Just squeeze the creamy suds through and through the little garments, rinse, squeeze out surplus water, and hang to dry. Do not wring or rub.

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THE HUMAN ZOO



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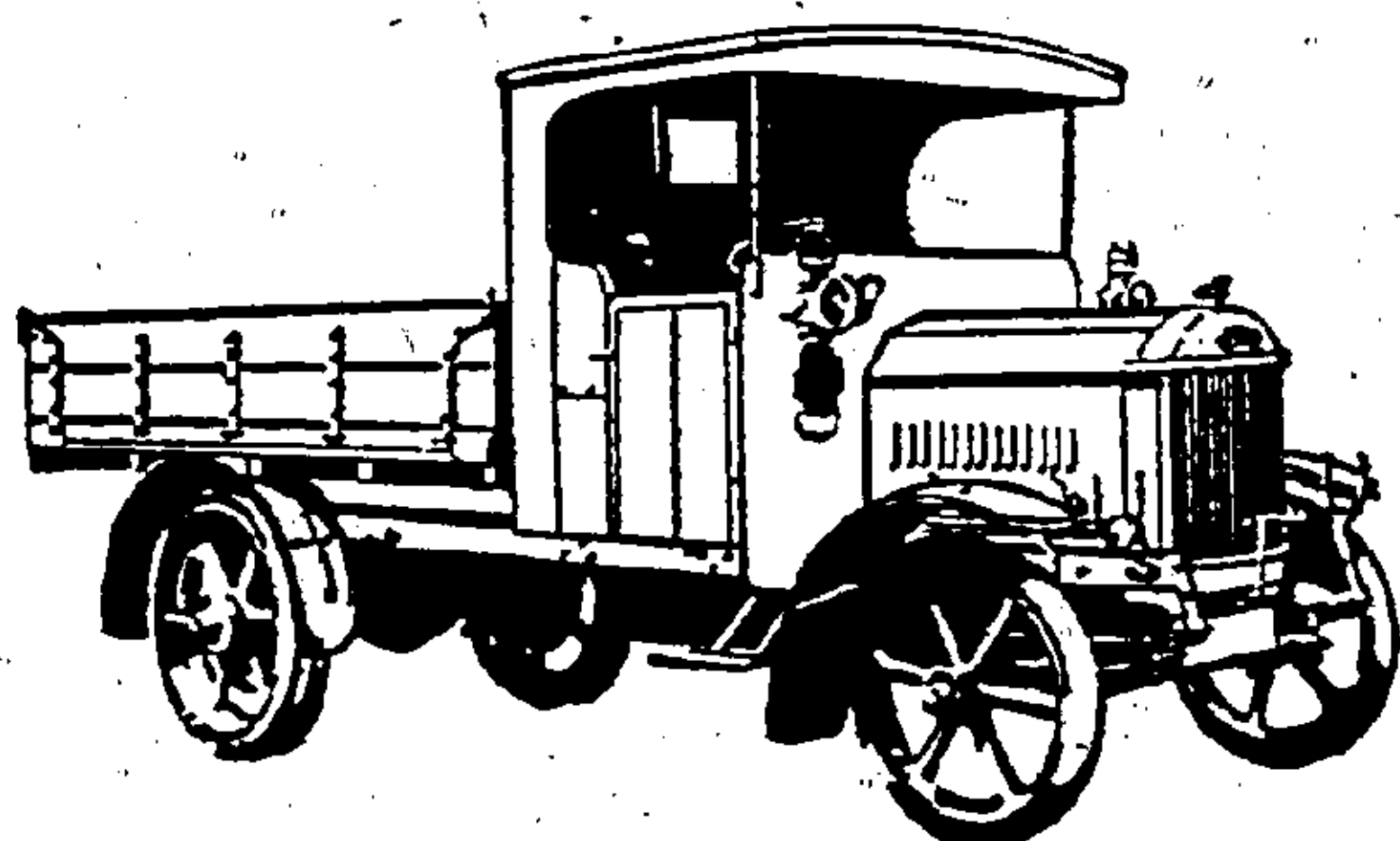
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Prize Glider Contest at Lympne, usedSHELL
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THE ASIATIC PETROLEUM CO., LTD.

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MOTORSAs used by The Hongkong
Government.2-2½ ton truck chassis—£740.—0-0
c. i. f. Hongkong.THE TRUCK WHICH HAS PROVED
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NERACAR



"SAFETY FIRST."

For safety, Reliability, Strength, Cleanliness and
Economy the "NERACAR" stands unrivalled.The "NERACAR" was not built for excessive speed.
On plain level roads, it will give a speed of 35 miles, whilst
on hills—such as the Chin Wan Hill—it will give a speed
of 25 miles per hour, as proved in the recent trials.
Considering that most people rarely go motoring at more
than 30 miles on level roads or 20 miles up hills, the
"NERACAR" has a reserve speed which is quite ample.The "NERACAR" was specially designed and built
to meet the needs of people who, in their daily avocations
and pleasures, find that what is really required is a reliable,
fair priced, light two-wheeled motor car that will carry
them about safely, economically, at a fair speed and without
the risk of having their clothing soiled by dirt, grease and
oil. The "NERACAR" answers all these requirements
and its gasoline consumption is one gallon to 100 miles!

Write or call for demonstrations

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Sole Agents for South China.

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TYRE WEAR

Which Type Wears
Quickest?Which type or size of tyre
normally wears out the quickest?
asks a writer in a Home paper,
who says—Yes we have some brainy
ideas—but you're all wrong! It is
not the big heavy car which
wears out its tyres quickest. The
type of car which wears out its
tread quickest is the small two-
seater in the 10 h.p. or 12 h.p.
category. You refuse to believe
me? Then may you swallow the
sixpence in your plum pudding!

EFFECT OF WHEEL SPIN.

But "facts is facts" and I'm
quite serious in telling you that
the light 10 h.p. two-seater wears
out its tyres more quickly than
any other type of car. And this
is why.As you know, you get minimum
actual wear on the front tyres,
simply because they only "roll"
along, and have not got to drive.
The rear tyres have to drive.And they also have to "slip"
when driving. It is this "slip"
which is mainly responsible for
tread wear. You get some of it
all the time, but notably with
fierce clutch engagement, sudden
acceleration, and on bumpy
roads.

Why on bumpy roads?

CAUSE OF TREAD WEAR.

Say you are driving at 30
m.p.h. on a fairly bumpy road.
In such circumstances, first one
rear wheel and then the other
jumps off the road and travels
for a yard or two in the air. But
whilst it is in the air the engine
is still working hard, so that the
wheel is accelerated beyond car
speed relationship through the
action of the differential gear.Consequently when the wheel
"comes to earth" again, its excess
of speed has to be checked, and
that means a certain amount of
slipping for the tread, and that
in turn means wear.I think some of you will by
now have jumped ahead, and
seen why the light or small car
causes the most tyre wear.The conditions affecting
the use of the modern
small car enforce a much
greater tendency to produce ex-
cessive wheel spin and tyre slip
than larger cars. And the com-
paratively light weight-to-power
ratio is another factor to cause
tyre slip.

ANOTHER PARADOX.

Here's another shock for you.
Within reasonable limits, if you
add to the weight on the rear
axle of such cars, you will de-
crease tyre wear and petrol con-
sumption, and also make the car
run faster. I gave you some of
the reasons for this phenomenon
a few months ago, but the reduc-
tion of wheel spin and tyre slip
is an important factor.One other point. A leading
tyre manufacturer, discussing
this point with me the other day,
said, "Yes, if they only knew it,
these small 10 h.p. car people pay
far too much attention to their
low tax. I guess that they could
save the same sum of money per
annum by reduced tyre wear, if
they had a 'steady speed' 20 h.p.
family car, which gives so much
longer tyre mileage."

Appointed to Canada.

Announcement has been made
of the appointment of Mr.
Edward J. Weil, formerly of the
Cadillac Motor Car Company,
Detroit, as general sales manager
of the Cadillac Motor Car Com-
pany of Canada, Ltd., Oshawa,
Ontario. Mr. Weil was trans-
ferred from the production
division of the Detroit factory to
become general manager of
production of the Oshawa
Cadillac plant upon its establish-
ment last February. To
these duties are now being
added those of general sales
managership for the Dominion of
Canada. The Canadian Cadillac
Company has experienced a
rapid growth since its establish-
ment, and a favourable business
outlook there points to further
developments. Mr. Weil came
to the Cadillac organization at
the close of the war during
which he was engaged by the
Wright-Martin Aircraft Corpora-
tion to organize production and
manufacture the Hispano-Suiza
8-cylinder motor for the French
Government; later doing similar
work for the American Govern-
ment. With his new duties
his headquarters will continue
to be at the Oshawa plant.

MOTOR BUSES

REPLACE ELECTRIC
RAILWAYS.It is doubtful if the motor
buses could supplant the electric
railway service in very many
cities in the United States, and
supply service at the same low
rate with transfer, as charged
by the electric railway com-
panies; but the use of buses
has been found very helpful in
stopping the losses of short line
companies which are com-
pelled by conditions to show
red ink figures. For instance,
Senator Odell of New York had a
complete survey made covering
passenger transport conditions
at Newburg, N.Y., with the
result that he has entirely
abandoned his electric rail-
way service and substituted
buses. Other investigating dis-
closes the fact that buses could be
operated with greater frequency
than the electric cars and
that the greater flexibility of the
buses enable them to spread their
service and thus create con-
siderable additional business.At Everett, Wash., Saginaw,
Mich., Grand Rapids, Mich.,
Emporia, Kansas, Rochester,
Utica, Syracuse, N. Y., and
similar places, the city officials
have granted franchises and
permits within the past year, for
co-ordinated bus and electric
operation. Dozens of other cita-
tions could be made to indicate
the rapid growth of the use of
buses by the electric railway
lines, but it is significant that at
present there are more than 30
electric railway companies operat-
ing almost 400 White motor buses
alone.Practically all of these opera-
tions have been initiated since
January 1, 1922. This of itself is
all-convincing evidence of the
profits which those various com-
panies are actually making from
their bus operation, and which
are so much greater than the pro-
fits on the electric line investment,
that a majority of these electric
operators will undoubtedly con-
cede that buses properly co-
ordinated will materially help
increase the earnings of most any
electric property.In addition to the use of buses
for regular scheduled passenger
service, there are several other
fields which have been materi-
ally developed and expanded
during the past few years.Independent bus lines oper-
ating in territory not previously
served by the electric railways,
have made remarkable progress,
and in some cases those lines
have been successfully estab-
lished where they were partially com-
petitive with the electric lines.
Any attempt to enumerate these
would be a waste of time as the
McGraw-Hill Publishing Com-
pany now estimate the number
of these independent lines is
closely approaching 10,000 and
they believe these lines now have
approximately 40,000 vehicles in
service in motor passenger trans-
port, while they further estimate
the total number of passengers
handled by motor buses during
1923 will total an aggregate of
nearly three billion.There are also thousands of
motor buses now in the service
of school supervisors and school
district commissioners. These are
used for picking up and carrying
children between their homes
and the public schools.

FUEL ECONOMISERS.

The Latest Device.

Fuel economisers, alleged and
actual, are numerous and varied.
Another device of this nature
now makes its debut, and as the
results are guaranteed by an
official R.A.C. certificate of per-
formance it is worthy of attention.
The "Petrolux" atomiser consists
of a shallow box-shaped alumin-
ium casting, which is inserted in
the joint between carburettor and
induction pipe. A perforated
diaphragm extending over the
gas passage and an extra-air
valve, hand-controlled from the
dash, complete the fitting. The
atomiser was tested on a Ford
car on a 28 miles run on the
Hounslow-Bagshot road, when a
petrol consumption of 31.07 miles
per gallon was registered. Al-
though the normal performance
of this particular car without the
"Petrolux" atomiser is not
stated for comparative purposes,
Ford users will realize that the
device has distinct possibilities.

NOTICE

We beg to announce that as from Friday,
February 1st, 1924—our offices will be located

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to which address all orders and correspondence
intended for the Company should be sent.Our business will remain under our own
direct supervision—and prompt delivery of all
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Starting in Safety.

While there is not the slightest
excuse for anyone who starts up
a car without making sure that
the gear lever is in the neutral
slot, a device that will prevent
even the possibility of an ac-
cident occurring from such a
cause is worthy of attention.
Such a fitting is the "Clutchfix"
invented by Mr. E. Nere, ofShepherd's Bush. It is said that
the device is easily attached by
anyone of ordinary mechanical
ability. As the idea is to hold
the clutch pedal down and keep
the clutch out of engagement, it
greatly simplifies the dressing of
the clutch leather and similar
jobs that usually cause the
owner-driver to requisition as-
sistance.

SAFETY FIRST.

At all dangerous cor-
ners an ounce of genuine
caution is worth more than
a ton of make-believe care.

SOUND VALUE

The price of Dodge Brothers Motor Car is
a genuine index of its value.Enabled, by their vast resources, to finance
themselves; selling directly through dealer
to purchaser; adding nothing to the price of
the car to support a free service policy;
concentrating on one chassis for their
complete line; eliminating the overhead
involved in furnishing many body types
with special finishes—Dodge Brothers are actually able to
conserve a considerable amount of money
in the manufacture and sale of each car.
This saving is not only reflected in the
price; it is returned to the product itself,
and in this way passed on to the purchaser
—sound value for his investment.Latest Model, 5-passenger touring cars on view at our Show
Room and Service Station. Come and see them. Each Model is
complete with magneto and with spare 32 by 4 cord tyre and tube.Standard Model.....\$2,400
Disc Wheel Model.....\$2,450

The DRAGON MOTOR CAR Co., Ltd.



Registered Head Office and Show Room

Wong Nei Chung Road (Happy Valley).

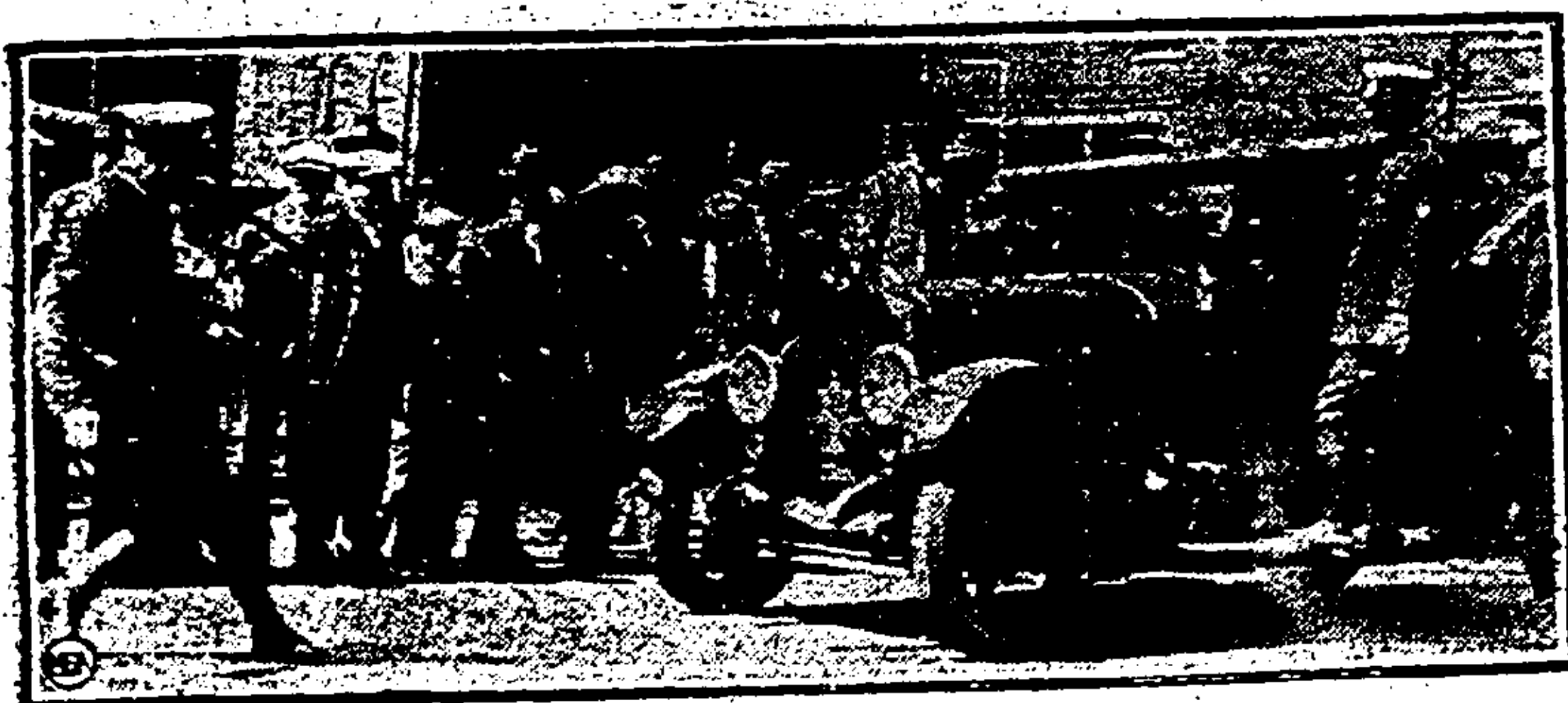
Telephone Central 3860

CHINESE CHIEF



General Ho Feng-ling, Defence Commissioner at Lung-hwa, has purchased twelve 10 h.p. chassis for Citroen tractors (cavalry tanks) of the type depicted in this picture. The French adopted this type of machine during the war to take the place of the British Whippet tank. The gun turret has a shooting arc of 360 degrees. General Ho's new acquisitions do not possess the armament and turret.

STRONG MAN HOLDS CAR WITH TEETH.



George Sylvest, Indianapolis traffic policeman, and strong man, brooks no insolence from recalcitrant motors trying to pass his corner when the semaphore is set against them. Here he's shown holding his own at a special display with a powerful motor trying to back up on the rope which he holds in his teeth.

LOW PRESSURE TYRES

Dunlop Lead the Way.

In the midst of all the publicity which the American experiments with motor tyres of sub-normal pressure are obtaining just now, it is interesting to hear that the Dunlop Rubber Company have had cars fitted with "low-pressure" tyres on the road since 1916.

The Dunlop low-pressure tyre is of the wired edge type.

It is used in conjunction with an adaptation of the Dunlop-Welch cycle rim—a special light "one-piece" rim having a "well" or sunken base, enabling the tyre to be fitted or removed without the use of any tool. When fitted, it is absolutely secure, and cannot become unintentionally detached even when deflated, the wired edges being retained in position by a special moulded safety rib, which rests over the rim edge.

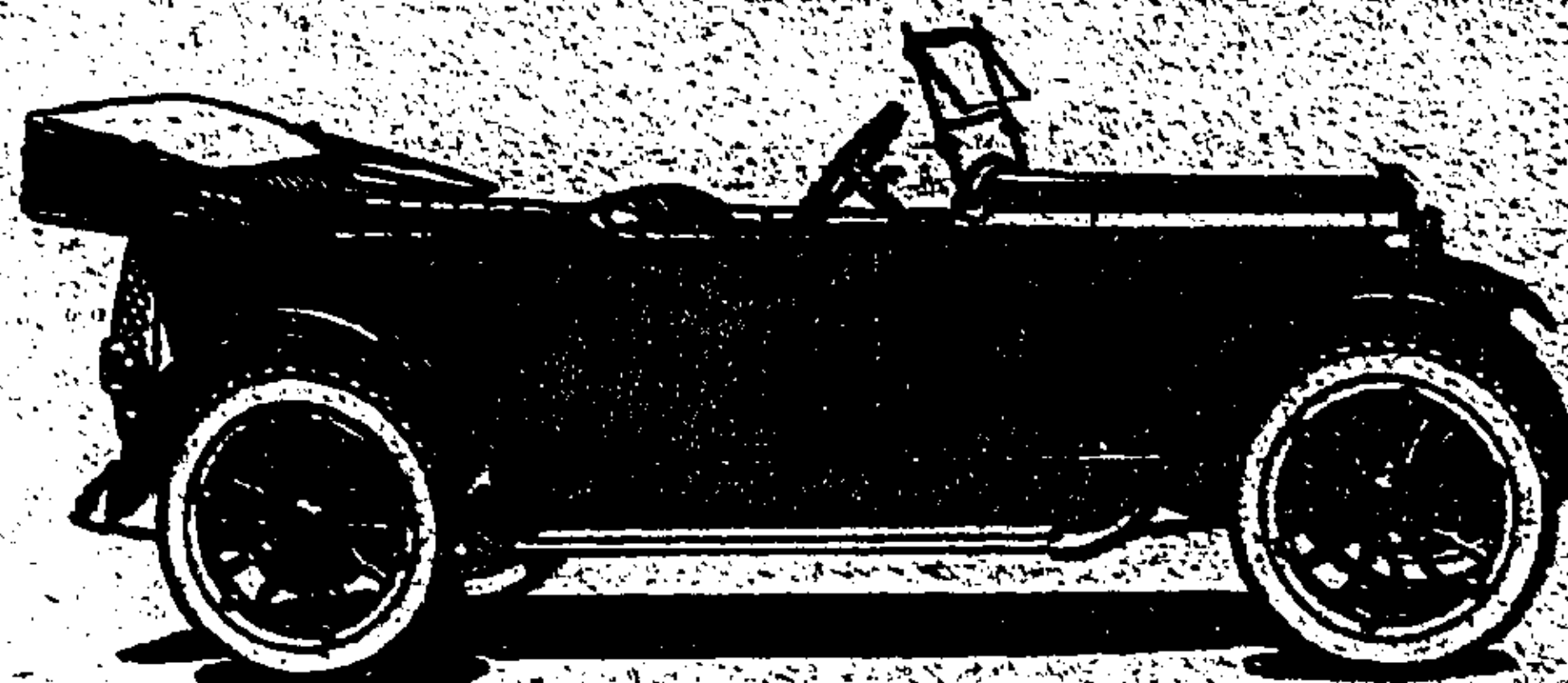
Extended tests have demonstrated the complete reliability of this attachment, and have shown that neither punctures nor sudden deflation—deliberately caused at high speeds—are a source of any danger to the user.

Whilst the primary purpose of the tyre is, of course, to give more comfortable riding and to reduce vibration, certain other advantages necessarily follow. Higher speeds can be maintained over bad road surfaces, "rattle" is reduced—if not eliminated; lighter axles, chassis, and body-work are permissible; and the cost of car repairs is substantially reduced.

The new tyre and rim equipment will be offered in substitution for all existing sizes of normal pneumatic tyres, and will efficiently carry the same loads. The rim diameters will be the same for all sections of tyres, viz., 20-in. at the tyre seating, thus permitting of simple interchangeability, each rim being capable of taking an oversize tyre of the next larger section. The overall diameters of the tyres are such as can generally be accommodated by the clearances provided for normal sized tyres, and little, if any, disturbance of gear ratios will be occasioned. Incidentally, the well-base type of rim can be incorporated with wheels of any type—wire, artillery, or disc.

DODGE BROTHERS CARS

Features of the 1924 Models



Above is seen the Dodge 1924 model 5-passenger phaeton, which is proving most popular everywhere.

Marked improvement in appearance and comfort is apparent in the new line of Dodge Brothers motor cars, in the production of which the factory has been gathering momentum since November 1st. Hundreds of dealers are now supplied with display cars of the new type, and front every source the factory is receiving reports of enthusiastic approval by the public.

While the basic characteristics of the familiar Dodge Brothers cars of recent days are still present, there is an air of distinctiveness that surpasses all previous efforts of this concern to build a moderately priced car of commendable appearance as well as quality.

The wheelbase is a trifle longer, the body is lower and the rear springs changed to semi-elliptical type are underslung, and increased from 45 to 55 inches in length.

All the features so popular with the public to-day are embodied in the design of the complete line, which includes a touring car, roadster, coupe, two types of sedan, and screen side and panel side commercial cars of 3½ ton capacity. All steel bodies—as first introduced by Dodge Brothers in their open passenger cars several years ago—are now used for all types.

The effect of the longer and lower body and longer wheelbase, combined with the new lines and lower seats, is very fine. According to dealers and others who have driven the new cars, the improvement in riding qualities is no less pronounced than

the improvement in general design. The reduction in body height lowers the centre of gravity and thereby reduces sideways while rebound shocks are effectively dissipated by the improved front and rear springs. The car holds the road easily and gracefully and affords real riding comfort.

Another distinct new feature is the louvers or ventilator slits longer, are now semi-elliptical and in the side of the hood panels.

This change increases the flow of air through the radiator and reduces the flow of hot air to the floor boards, making summer driving most comfortable.

The rear seat and all upholstery of the touring car are removable, affording a large space for loading luggage or other articles. Seats in all types are deeper and lower, adding to comfort and leg room.

The instrument board is greatly improved in appearance, with instruments grouped on a raised panel and with longer lighting switch lever, facilitating control of the lights while driving.

Head lamps are specially designed to harmonize with the new body lines. A combination caution signal and tail lamp is mounted rigidly on the license plate bracket and conforms with the requirements of all states having lighting regulations.

Brake pedal pads are larger and of a design which makes for greater ease and safety. The hand brake like the shifting lever, is moved forward, giving more leg room and making it easier to get in and out. A Yale desirability is built into the transmission lock is built into the trans-

mission. The steering wheel is materially improved in appearance and all electrical connections are in-aid the steering column. The front springs are increased in length and from 13½ to 2 inches in width and built of more leaves of a thinner stock. The rear springs, in addition to being longer, are now semi-elliptical and flat.

The front axle is of a design unusually strong. The camber, or in-tilt of the front wheels, is increased, making steering easier. A new gear ratio of the rear axle gives increased flexibility and adds to the ability of Dodge Brothers design cars as hills climbers.

In the Type A sedan, the upholstery is the finest grade mohair velvet, and all interior hardware is of distinctive Dodge Brothers design. The business coupe and business sedan are finished in attractive Spanish blue leather.

The fiscal year ending July 1 was the most successful in the history of Dodge Brothers, their dealers having marketed approximately 200,000 cars. With the improvements now put into effect, obviously making the car better and more attractive in every way, though still retaining the essential attributes to which the car owes its great popularity, it seems quite evident that this company has not yet reached the maximum of its potentialities. The improvement in riding qualities is no less pronounced than the year just closed.

CLOSED CAR PRODUCTION.

BIG INCREASE IN AMERICA.

The growing appreciation for automobiles of the enclosed type is one of the most notable changes taking place in the industry today.

The production of closed cars for 1915 in the United States, which country is the largest automobile producer in the world, was but one and one-half per cent. of the total cars produced. In 1922, this ratio had increased to 37 per cent. Stating it otherwise, every fourth car produced was either a Sedan, a Coupe, a Limousine or some type of an enclosed model.

That the manufacturers of Studebaker motor cars are confident that buying of enclosed cars will continue to increase is evidenced by the large additions they have made to their closed body factories in South Bend, Indiana.

The latest unit to Studebaker's closed car works was recently placed in operation. It consists of a brick and reinforced steel structure, six stories high, 100 feet (30.5 meters) in width and 800 feet (244 meters) in length. Some idea of the gigantic size of this single unit may be gained by comparing it with the tower on the Woolworth Building in New York City, which is 792 feet (241.5 meters) high or eight feet (2.4 meters) less than the length of this new Studebaker closed body building.

It is interesting to note that with the addition of this mammoth new structure, the Studebaker concern now has \$1,640,000 invested in closed body facilities. As a result, Studebaker surpasses all other motor car builders in the completeness and modernity of its manufacturing facilities for closed bodies.

This simple statement of the facts regarding the new Studebaker closed body building, and the investment therein, is a clear indication of the confidence in the future of the enclosed car.

USEFUL HINTS.

A clean motor will give you less trouble than a dirty one. Troubles can be more easily detected on a clean motor than on one which has the dirt and grime of twenty thousand miles on it.

A piece of soap that has been soaked in water a few minutes will make a leaky gasoline joint tight if just a little is rubbed on the threads. The soap will not be dissolved by the gasoline.

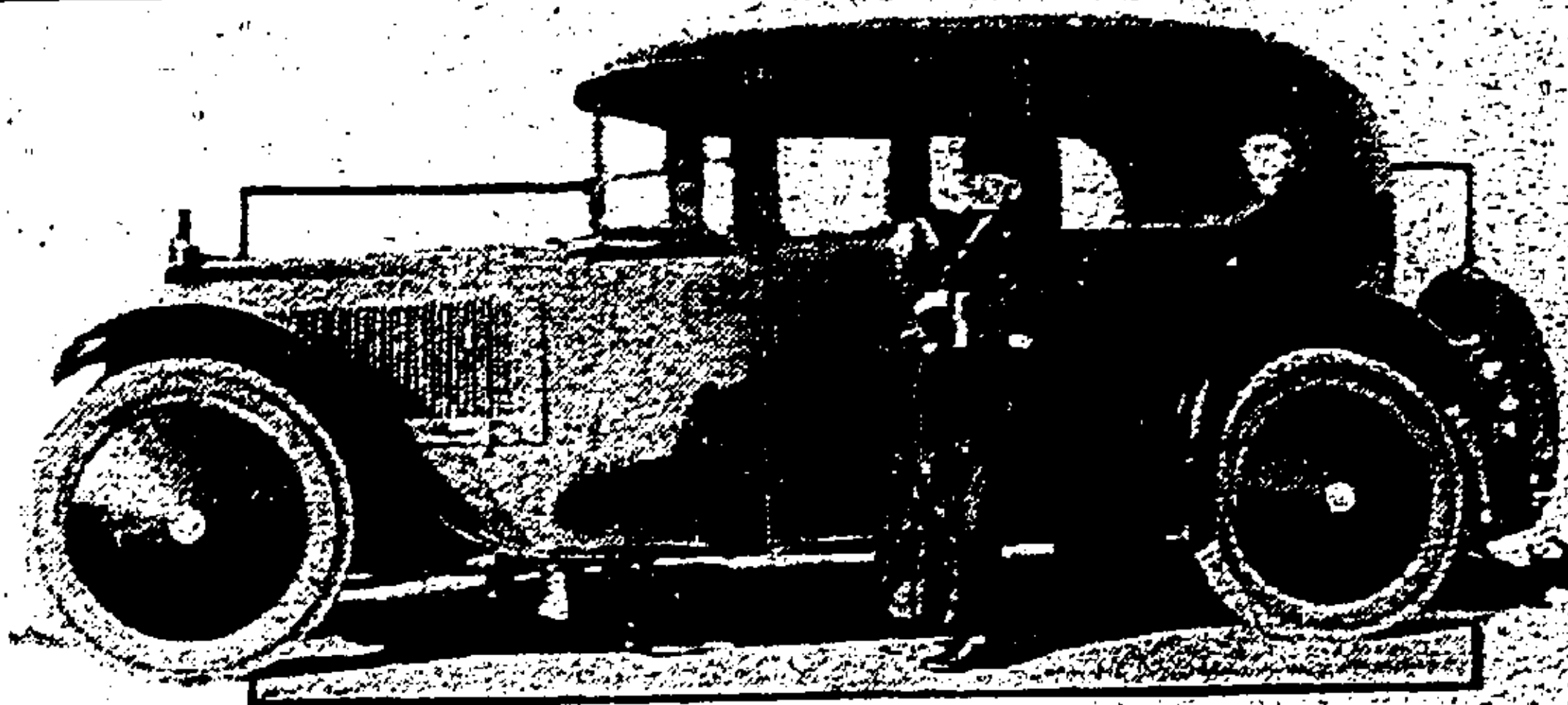
Starting or stopping a car too quickly will grind off the tread surface and expose the fabric, making it possible for sand and water to work into the body of the tyre and cause disintegration to set in, which will very soon completely destroy the tyre.

To avoid getting splashed with mud when passing another car, it is a mistake to get as far away as possible. When the cars are 10-ft. or so apart, any mud that is splashed is sure to strike the body of the other car, whereas if the machines are closer together, 3-ft. apart, mud that is splashed will only strike the wheels and the under sides of the fenders.

A few drops of kerosene oil allowed to work into the spoke joints will restore them to their proper condition, and prevent further creaking.

The wages paid to the workers in the closed body division amount to \$1,540,000 per year. The steel, lumber, glass, cloth and other materials required for the operation of these body plants, represent \$1,100,000 per year.

NEARLY 90 - ACCUSED OF SPEEDING.

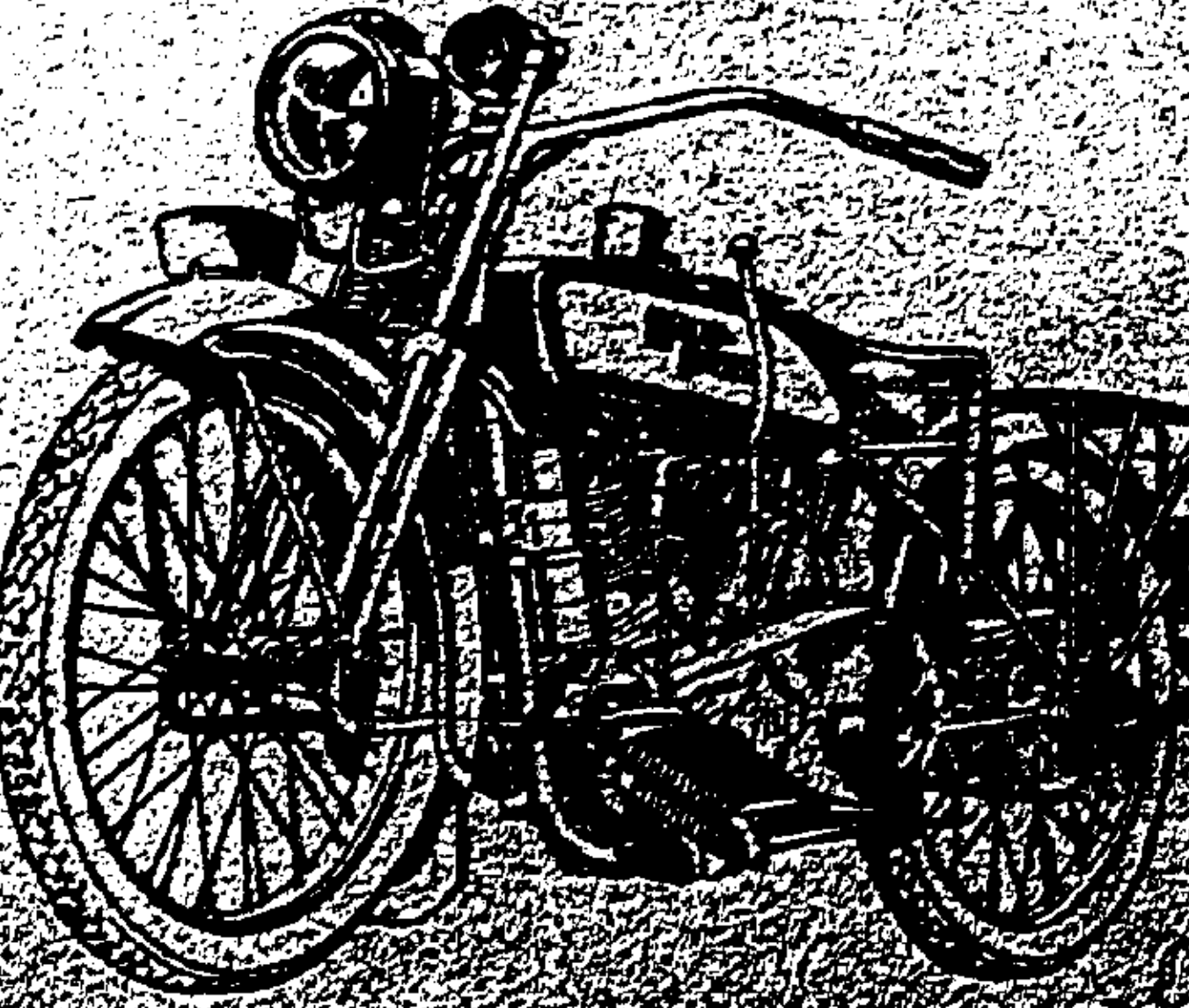


Mrs. John J. Hallenbeck of Garden City, who is 58, was arrested in Miami, charged with violating the speed law. Here she is, with the car which officials say she made travel 62 miles an hour.

Braking Control.

Authoritative evidence as to the stopping power of four-wheel brakes in emergency is rather difficult to obtain without carrying out personal tests, so that the experience of a Sunbeam driver at home is not without interest. He was prosecuted for travelling at excessive speed, and when signalled to stop, although travelling at over 40 miles an hour, pulled up in about 30 yards. Evidence was given that the standard Sunbeam works test for a car with four-wheel brakes is that when running at 40 miles an hour it shall be capable of coming to a standstill in 22 yards, although this does not represent the minimum distance. For the purpose of comparison it was pointed out that a car with ordinary braking would require a distance of 40 yards to stop.

HARLEY DAVIDSON



1924 MODELS IN STOCK FOR IMMEDIATE DELIVERY

THORNYCROFT

Once again the supremacy of the world famous

THORNYCROFT

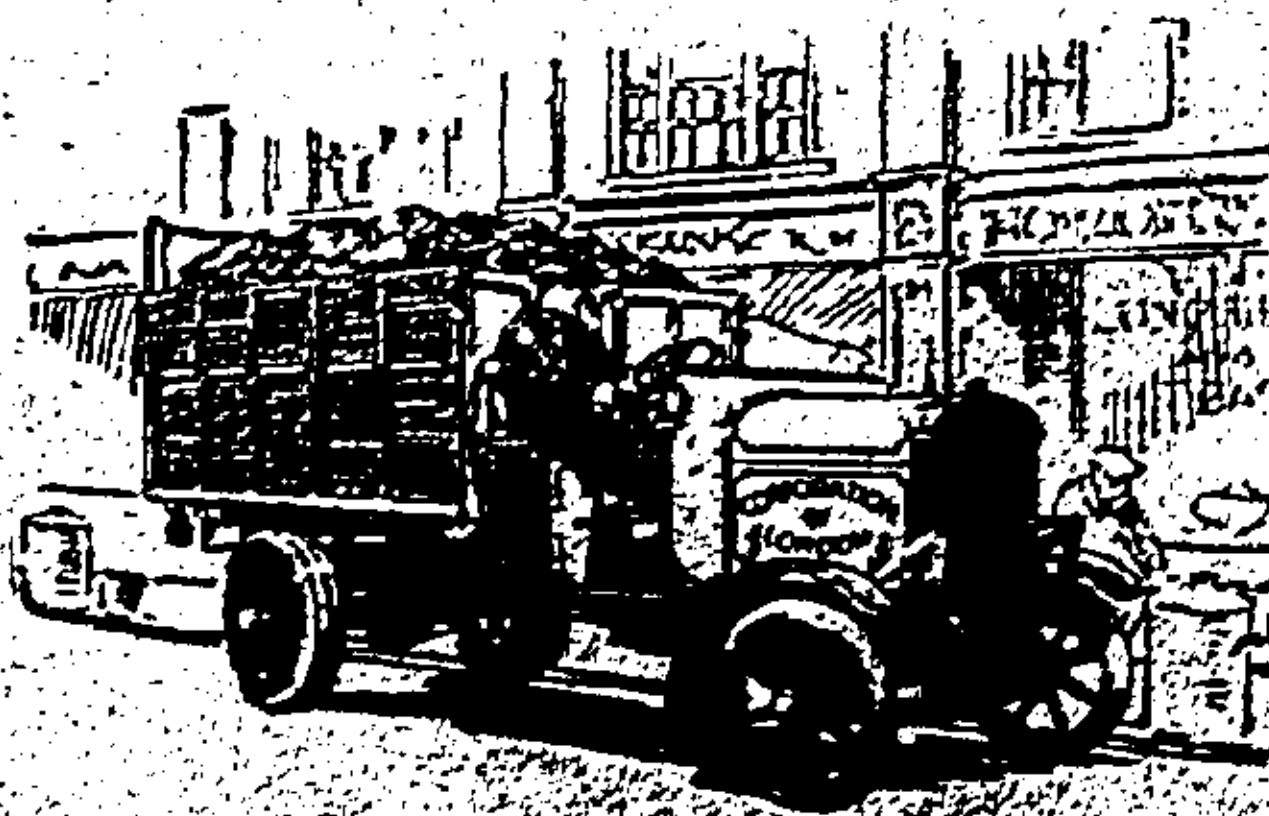
is demonstrated by the recent order of the City of Tokyo for 20 Two-ton "BT" model Trucks.

This order was placed after the Government had made extensive tests on the fuel consumption. 43 miles to 5 U.S. Gallons of kerosene was the enviable record made by a

THORNYCROFT

in these keenly competitive trials,

Only a Thornycroft user, always a Thornycroft booster.



Stocks and Parts carried in Hongkong by
THE HONGKONG HOTEL GARAGE
THE HONGKONG & SHANGHAI HOTELS LIMITED

Shipping to Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.
(COMPANIES INCORPORATED IN ENGLAND)

Straits, Java and Burma, Ceylon India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Europe, etc.

PENINSULAR & ORIENTAL PORTWORTHLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
KASHGAR	8,840	9th Feb. noon	M's. London, & Antwerp
SOUHAN	8,896	16th Feb.	S'pore, Pang, C'bo & B'bay
MOREA	10,911	23rd Feb.	B'bay, M's. L'don, A'werp
ALLOPE	5,273	27th Feb.	Singapore & Bombay
AGAPORE	5,283	4th Mar.	S'pore, Colombo & Bombay
PERIM	7,648	6th Mar.	S'pore, Colombo & Bombay
KARIMALLA	9,098	8th Mar.	M's. London & Antwerp
KIDDIRPORA	5,334	10th Mar.	S'pore, Colombo & Bombay

BRITISH INDIA-APCAR SAILINGS (South)

JAPAN	6,052	13 Feb. 10 a.m.	S'pore, Penang & Calcutta
TALMA	10,600	7th Feb.	S'pore, Penang & Calcutta
TANDA	6,956	22nd Feb.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

EASTERN	4,000	27th Feb.	Manila, S'kan, Thursday
ARAFURA	6,000	2nd Apr.	Island, Townsville, B'bane, Sydney & Melbourne.
ST. ALBANS	4,500	30th Apr.	

Frequent connections from Australia with the following:-
To S'pore & B'bay via Melbourne & Sydney
To S'pore & B'bay via Melbourne & Sydney
To S'pore & B'bay via Melbourne & Sydney

SAILINGS TO SHANGHAI & JAPAN.

EASTERN	4,000	3rd Feb. 4 p.m.	Moji & Kobe
SOUHAN	8,896	4th Feb.	Shanghai
PERIM	7,648	7th Feb. 4 p.m.	Shanghai & Kobe
NALDERA	15,993	9th Feb.	Shanghai, Moji & Kobe
KAKADA	6,948	14th Feb.	Moji & Kobe
KHYBER	9,014	23rd Feb.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 3 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & Co., Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

T. K. STRAITS, CHINA & JAPAN Service.

OUTWARDS.**HOMEWARDS.**

Vessel	Due Hongkong	Vessel	Leaves Hongkong
GLENANDA	31st Jan.		
PEMBROKESHIRE	13th Feb.		
RADNORSHIRE	28th Feb.	GLENBEG	1st Mar.
GLENLUCE	10th Mar.		
GLAMORGANSHIRE	25th Mar.		
GLENSHANE	6th Apr.		

Movements are subject to change without notice.

For freight or further particulars please apply to:-

JARDINE MATHESON & CO., LTD.

AGENTS **THE GLEN LINE, LTD.**

Telephone Central No. 215, sub-ex. 23 and 3696.

M MESSAGERIES MARITIMES M**SERVICES CONTRACTUALS**

Mail Steamers	Next Sailings from Marseilles	Pro. arr. at Hong Kong	Pro. Sailing from Hong Kong
AMBOISE		5th Feb.	18th Feb.
CORDILLERE		12th Feb.	25th Feb.
ANGERS		19th Feb.	3rd Mar.
CHILLI	10th Jan.	12th Feb.	9th Mar.
PORTHOS	24th Jan.	26th Feb.	30th Mar.
AMAZONE	7th Feb.	17th Mar.	6th April

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and free Doctor's attendance)
A Class 1st Class £95.00 E. Class 1st Class £89.00
Steamers 2nd Class £68.00 Steamers 2nd Class £62.00

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BOATS)

S.S. LT. DE MESSIEY loading for Havre, Antwerp and Dunkirk about 21st Feb.

Also through Bills Lading issued to Helsinki, Reval & Riga.

For full particulars apply to:

Telephone Central 740
CONSIGNATION. TRANSIT. REPRESENTATION.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.
Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE

KEELUNG, HONGKONG, CANTON & HAIPHONG.
Sailing from Hongkong.

FOR HAIPHONG via Hoikow & Pakhoi
S.S. "TAIWA MARU" on or about 7th Feb.
FOR KEELUNG via Swatow & Amoy
S.S. "NANYO MARU No. 1" on or about 6th Feb.

For further particulars, please apply to:-
Branch Office, MATARAI, AGENT,
No. 37, Bonham Strand, West. Top Floor, King's Building,
Tel. Central No. 155. Tel. Central No. 140.

Shipping to Europe, Australia, and other Ports.

**SAILINGS SUBJECT TO ALTERATION.**

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

Through passage rates to Europe via America G. 1405, G. 1420, G. 1440

SHINDZOKA MARU ... 20th Feb. ... 9th Mar.

YOKOHAMA MARU ... 20th Feb. ... 9th Mar.

MARSEILLES, LONDON & ANTWERP via Singapore, etc.

FUSHIMI MARU ... Wednesday, 13th Feb.

HAKOZAKI MARU ... Wednesday, 27th Feb.

HAMBURG via LONDON & ROTTERDAM.

MITO MARU ... Middle of Feb.

LIVERPOOL via MARSEILLES & VALENCIA.

DURBAN MARU ... First half of Feb.

SYDNEY & MELBOURNE via Manila, etc.

AKI MARU ... Wednesday, 13th Feb. at 11 a.m.

TANGO MARU ... Wednesday, 19th Mar.

NEW YORK and/or BOSTON via PANAMA.

MAYBASHI MARU ... Wednesday, 13th Feb.

BUENOS AIRES via Singapore, Durban & Cape Town.

KANAKURA MARU ... Sunday, 17th Feb.

BOMBAY via Singapore & Colombo.

HAKODATE MARU ... Friday, 8th Feb.

BENGAL MARU ... Friday, 15th Feb.

CALCUTTA via Singapore, Penang & Rangoon.

AKITA MARU ... Friday, 8th Feb.

OSAKA MARU ... Friday, 15th Feb.

NAGASAKI, KOBE & YOKOHAMA.

TANGO MARU ... Thursday, 14th Feb.

SHANGHAI, KOBE & YOKOHAMA.

HAKUSAN MARU ... Sunday, 3rd Feb. at 5 p.m.

TSUTSUMI MARU ... Friday, 8th Feb.

KITANO MARU ... Wednesday, 13th Feb.

For further information apply to: **NIPPON YUSEN KAISHA.**

Tel. Central Nos. 292, 293 & 2422. **I. YAMAMOTO, Manager.**

DODWELL & CO., LTD.**NEW YORK BERTH.**

FOR NEW YORK & BOSTON via SUEZ.

S.S. "WRAY CASTLE" ... Sailing on or about 5th Feb.

LYDD TRIESTINO.

Taking Cargo for Genoa, Naples, Venice, Trieste and all other Italian Ports also cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

PIUMI having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSLS HAVE ACCOMMODATION FOR SALOON PASSENGERS, REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR SHANGHAI, YOKOHAMA & KOBE.

S.S. "ROSANDRA" ... Sailing on or about 3rd Feb.

FOR BRINDISI, VENICE & TRIESTE.

via Singapore, Penang and Colombo.

S.S. "PERSIA" ... Sailing on or about 12th Feb.

S.S. "ROSANDRA" ... Sailing on or about 9th Mar.

This steamer has been specially chartered to facilitate the forwarding of cargo intended for the reconstruction of the devastated areas in Japan.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMTOSHI" Sailing from Calcutta on or about 7th Feb.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD.

Telephone Central 1039. Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leave Hongkong for M's, S'kan, Thurs. & A'lian ports
TAIYEN	14th Feb.	19th Feb.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

(JOHN SWIRE & SON, LTD.)

Telephone Central No. 36. Agents.

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

Projected Sailings from Hongkong Subject to alteration.

PASSENGER SERVICE.

City of York	18th Feb.	Shanghai & Kobe.
City of Canterbury	21st Feb.	Marseilles, London, etc.
City of York	30th Mar.	do.
City of Cairo	18th Apr.	do.

FARES TO LONDON.

Single 1st Class	A £98, B £84.	2nd Class A £62, B £56.
Return 1st Class	A £161, B £147.	2nd Class A £108, B £98.

Cargo Steamers Saloon Passage £55

For further particulars apply to

HOLYOAK MASSEY & CO. LTD. THE BANK LINE, LTD.
CANTON. Tel. Central 790.

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.**SAILINGS SUBJECT TO ALTERATION.**

Destination	Steamer	Sailings
SHANGHAI via Swatow	Yatshing	Fri. 1st Feb. at 10 a.m.
HAIPHONG via Hoikow	Leesang	Fri. 1st Feb. at 10 a.m.
MANILA	Sulsang	Sat. 2nd Feb. at 11 a.m.
SANDAKAN	Chunsang	Sat. 2nd Feb. at 1 p.m.
TSINGTAO via S'hai	Kwongsang	Wed. 6th Feb. at 7 a.m.
BANGKOK	Hopsang	Thurs. 7th Feb. at noon.
SHANGHAI via Swatow	Loksang	Fri. 8th Feb. at 7 a.m.
STRAITS & Calcutta	Mausang	Fri. 8th Feb. at 3 p.m.
SHANGHAI via Swatow	Esang	Sun. 10th Feb. at 7 a.m.
YOKOHAMA via Moji & Kobe	Laisang	Wed. 13th Feb. at noon.
TTAO via S'hai & S'hai	Taksang	Wed. 13th Feb. at 7 a.m.
STRAITS & Calcutta	Kutsang	Fri. 15th Feb. at 3 p.m.
KOBE	Hosang	Fri. 22nd Feb. at noon.

Calcutta Line:—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified Surgeon. Shanghai Line:—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

Haiphong Line:—Sailings approximately weekly for passengers and cargo, calling at Hoikow both ways.

Borneo Line:—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

Tientsin Line:—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Wei-haiwei & Chefoo.

Bangkok Line:—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Mausang" will be despatched on or about Friday, 15th Jan. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:-

JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO., LTD.**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns, (Occupying 9 to 10 days)

Steamships	Captain	Leaving
Triching	A. H. Stewart	TUES. 29th Jan. at 1 p.m.
Maikong	W. C. Passmore	FRI. 1st Feb. at 1 p.m.
Maikong	Ellis Walker	FRI. 8th Feb. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 2nd Feb.

SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraphy.

1st CLASS FARE TO SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents: **JAVA CHINA JAPAN LIJN.**

Telephone Central No. 1574. York Building. Charter Road.

JAVA-CHINA-JAPAN LIJN.

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjileboet	Java	In port	2nd Feb.	Yokohama
Tjimanoeck	Java	In port	4th Feb.	S'hai & Dalny
Tjibesar	Pacific C.	In port	—	—
Szli	Bangkok	2nd Feb.	4th Feb.	Bangkok
Tjisondari	Shanghai	12th Feb.	14th Feb.	Batavia
Tjimanoeck	Shanghai	28th Feb.	29th Feb.	Batavia
Tjileboet	Japan	29th Feb.	2nd Mar.	Makassar

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

CONSIGNEES.

**NOTICE TO CONSIGNEES.**

The Steamship "CUPRUM"

having arrived from Seattle

via ports, on January 27th Consignees are hereby notified that

their cargo is being landed at their risk into the hazardous

and/or extra hazardous godowns of the Hongkong and Kowloon

Wharf and Godown Company, at Kowloon, and stored at con-

signees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports

and Exports, Hongkong, before Bills of Lading will be counter-

signed.

All broken, chafed and damaged cargo is to be left in the

godowns, where it will be examined at 10 a.m. on Feb. 2nd by the

Company's Surveyors, Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the

steamer's arrival here after which they cannot be recognised.

No claims will be recognised after the goods have left the

godowns, and cargo undelivered on and after Feb. 3rd. will be

subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in

NOTICE

JUST ARRIVED!

A SHIPMENT OF SLAZENGER'S
LATEST MODEL TENNIS RACQUET.

THE---

"J. O. ANDERSON"

JUST THE RACQUET FOR
THE COMING TOURNAMENTS

YVANOVICH & CO.

(THE BRUNSWICK STUDIO)

17, ICE HOUSE STREET.

HOTELS.

LEADING FAR EASTERN HOTELS.

HONGKONG:
Telegraphic Address—KREMLIN, HONGKONG.
Hongkong Hotel. Peak Hotel.
Repulse Bay Hotel.

SHANGHAI:
Telegraphic Address—CENTRAL, SHANGHAI.
Astor House Hotel. Palace Hotel.
Grand Hotel Kalee.

PEKING:
Telegraphic Address—WAGONLITS, PEKING.
Grand Hotel des Wagons Lits.

THE HONGKONG & SHANGHAI HOTELS, LTD.
in conjunction with
The Grand Hotel des Wagons Lits, Ltd.

KOWLOON HOTEL

Telephone K. 508 and 609. Cable Address Kowhotel

THE PREMIER HOTEL IN KOWLOON.

Electric Lifts to all Floors and Roof Garden.

Telephone on all Floors.

Daily, Monthly & Family Rates.

Apply Mrs. M. BLAKE.

FIRST CLASS SALOON BAR AND BILLIARD ROOM.

Proprietor: FRANK L. COOKE.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. Central 373. Telegraphic Address "VICTORIA"
J. WITCHELL, Manager.

THE EUROPE HOTEL.

SINGAPORE.
DANCING AFTER DINNER.
EVERY MONDAY, WEDNESDAY and SATURDAY.
TEA DANCES
TUESDAYS and THURSDAYS.

The Hotel Orchestra under the Direction of
Mr. F. R. Martens.

Telephones in every room.
Telegraphic Address—"EUROPE, SINGAPORE."
Telephone No. 2740 (9 lines).

THE EUROPE HOTEL LTD.

ARTHUR E. ODELL, Manager.

HONGKONG HARDWARE CO.

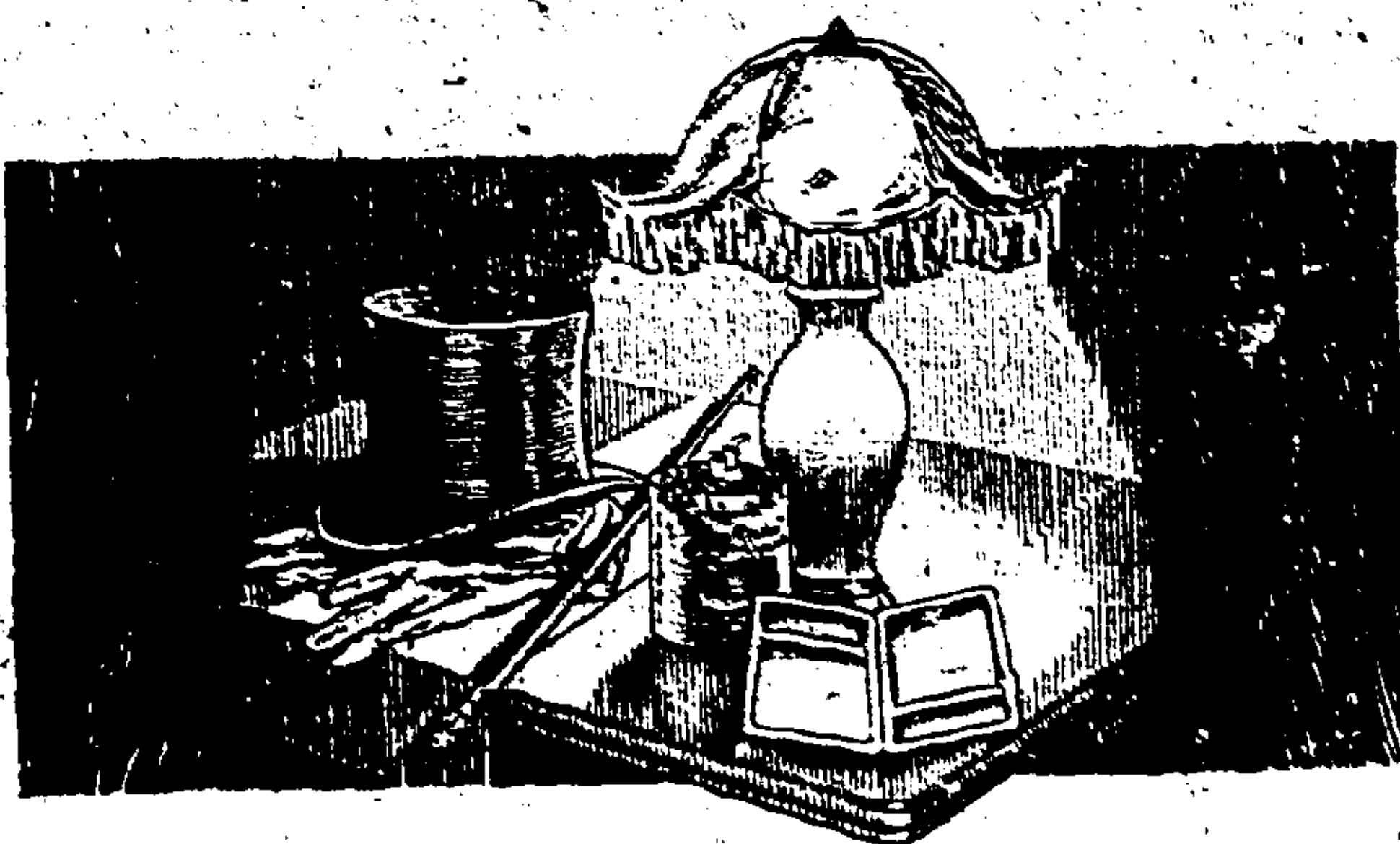
"TAI LEE CHAN."

ESTD. 1884

METAL GOODS and HARDWARE.

Tel. No. C1993.

119 Jervois Street.



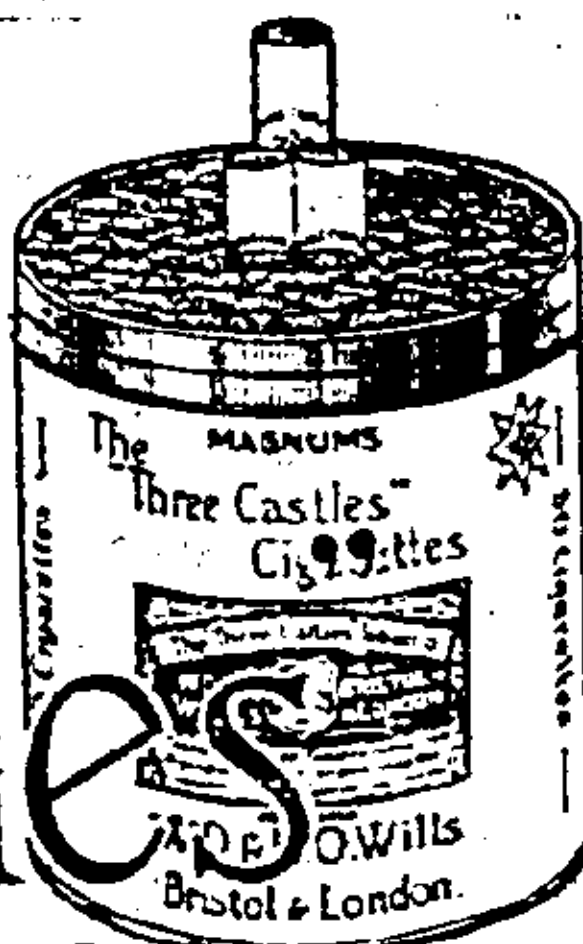
Fill it with "Three Castles"

Since the days
when cigarettes
were first thought of
Three Castles have
been popular at all
functions where only
the highest quality
cigarettes were
appropriate—their
excellence never
varies.

Magnum and Regular
sold in packets
of 10 and 20 and
obtainable from all
the leading tobacconists.

Three Castles

Magnum Cigarettes



NOTICE

COLONIAL HAIR-DRESSING
SALOON

13 Ice House Street

High Class Barbers-Sanitary
& up-to-date Saloon
Filipino and Japanese
barbers.

Popular Prices.

NATIONAL LOANS

SUBSCRIBERS to the National
Loans of the Third Year of
the Republic (1914) and the
Eleventh Year of the Republic
(1922) are hereby notified that
the following Drawings for the
redemption of the above Loans
will be held this year.

THIRD YEAR LOAN.

2nd June 1924: 7th Drawing
(\$2,750,000 approx): redem-
ption begins 30th
June.

1st December 1924: 8th Drawing
(\$2,750,000 approx): redem-
ption begins 31st
December.

It is to be noted that two
Drawings of this Loan, instead of
one, are being held this year in
order to bring the redemption of
the Loan and its extinction in
1925 into line with the schedule
of amortisation prescribed by the
Loan regulations.

ELEVENTH YEAR LOAN.

10th May 1924: 3rd Drawing
(\$1,500,000): redemption
begins 31st May.

10th November 1924: 4th Drawing
(\$1,000,000): redemption
begins 30th
November.

The service of the above two
Loans is conducted independently
and forms no part of the National
Consolidated Loan Service.

F. A. AGLEN,

Inspector General of Customs.
Inspectorate General of Customs.

Peking, 23rd January 1924.

EXCHANGE.

(Opening Rate: closing Rate on Page 1.)
SELLING

5/11	2/11	30 d/s. San Francisco and New	51 1/2
Demand	2/11 1/2	Yokohama	11 1/2
10 d/s.	2/11 1/2	4 m/s. Mark	11 1/2
10 d/s.	2/11 1/2	4 m/s. France	11 1/2
4 m/s.	2/11 1/2	8 m/s.	11 1/2
10 d/s.	2/11 1/2	Demand, January	50 1/2
10 d/s.	2/11 1/2	Demand, New York	50 1/2
10 d/s.	2/11 1/2	T/T. Bombay	104
10 d/s.	2/11 1/2	Demand, Bombay	104
10 d/s.	2/11 1/2	T/T. Calcutta	154
10 d/s.	2/11 1/2	Demand, Calcutta	154
10 d/s.	2/11 1/2	T/T. Yokohama	111
10 d/s.	2/11 1/2	Demand, Yokohama	111
10 d/s.	2/11 1/2	Demand, Manila	100
10 d/s.	2/11 1/2	Demand, Singapore	94
10 d/s.	2/11 1/2	Demand, Batavia	137
10 d/s.	2/11 1/2	On Haiphong	Nom
10 d/s.	2/11 1/2	On Saigon	79 1/2
10 d/s.	2/11 1/2	On Bangkok	8 3/8
10 d/s.	2/11 1/2	Gold leaf per Tael	61 40
10 d/s.	2/11 1/2	Bar Silver ready	33 1/2
10 d/s.	2/11 1/2	forward	33 1/2
10 d/s.	2/11 1/2	Bank of England	4 3/4
10 d/s.	2/11 1/2	New York/London	4 3/4

BUYING.

4 m/s. L/O.	2/4 11/10
10 d/s. D/P.	2/4 11/10
10 d/s. L/O.	2/4 11/10
10 d/s. Sydney and Melbourne	2/5

SUBSIDIARY COINS.

Hongkong 50 cent pieces	8 1/2 p.p.
10	3 1/2 p.p.
5	3 1/2 p.p.
Canton sub. coins	210 1/2 dis
Gold leaf	\$51.40

Honour February 2 1924.

POST OFFICE NOTICES.

CHINESE NEW YEAR HOLIDAYS.

The G.P.O. and the branch Post Offices will be entirely closed on Tuesday the 5th inst. and will be open on Wednesday the 6th inst. as follows:—The G.P.O. and Kowloon Branch from 8 a.m. to 5 p.m. only. Sheungwan Branch from 8 a.m. to 5 p.m. and from 5.30 p.m. to 8 p.m. Wanchai, Saiyungwan, Yau-mai and Sham-shui-po Branches from 8 a.m. to 5 p.m. and from 5 p.m. to 5.30 p.m. On Wednesday the 6th inst. there will be no collection of letters from the pillar boxes and no delivery of ordinary correspondence as on Sundays; and also no delivery of registered correspondence from the G.P.O. at 9 a.m. There will be no delivery from the branch Post Offices at noon. The Money Order Office will be entirely closed on both days.

Mails for Cheuchan will in future be closed at G.P.O. at 1.30 p.m. & 4.45 p.m. daily.

INWARD MAILS.

From	Per	Due
Shanghai	Wuhu	2nd Feb
Europe via Nagasaki (Letters only)	Rosandra	2nd
London 3rd Jan.		
Europe via Nagasaki (Papers only)	Hakusan M.	2nd
U.S.A. Japan & Shanghai	Pres. Harrison	4th
Shanghai	Perim	4th
Shanghai	Amboise	4th
Shanghai	Szechuan	4th
Shanghai	Empire of Australia	5th
Canada U.S.A. Japan & Shanghai	Pres. Jefferson	11th
U.S.A. Canada, Japan & Shanghai		

OUTWARD MAILS.

For	Per	Date
Straits & Calcutta	Japan	Sun. 3 inst. 8.30 a.m.
Shanghai	Hakusan M.	Sun. 3 inst. 9 a.m.
Saigon	Wong Shek Kung	Sun. 3 inst. 9 a.m.
Bangkok	Belitum	Sun. 3 inst. 9 a.m.
Shanghai	Tjimonok	Sun. 3 inst. 9 a.m.
Shanghai	Foochow	Sun. 3 inst. 9 a.m.
Japan	Eastern	Sun. 3 inst. 9 a.m.
Saigon, Amoy & Formosa	Amakura M.	Sun. 3 inst. 9 a.m.
Haiphong	L. & P. Dover	Mon. 4 inst. 9 a.m.
Haiphong & Haiphong	Van Yallehaven	Mon. 4 inst. 9.30 a.m.
Manila, Suez & Persia mail only	Karl Kirdorf	Mon. 4 inst. 12.30 p.m.
Germany via Hamburg	Bank	Mon. 4 inst. 5.30 p.m.
Saigon	Ichang	Mon. 4 inst. 8.30 p.m.
Shanghai	Obichon M.	Mon. 4 inst. 8.30 p.m.
Japan	Kowloon	Mon. 4 inst. 8.30 p.m.
Shanghai	Shanghai	Mon. 4 inst. 8.30 p.m.
Shanghai	Pres. Harrison	Mon. 4 inst. 8.30 p.m.

*Correspondence bearing vessel's name only.

ENTERTAINMENTS

A Story of Tiger Love
and Tiger Hate

See

ESTELLE TAYLOR

ROSITA MENDEZ

THORNS AND
ORANGE BLOSSOMS

TODAY AT

THE CORONET

THE STAR

Today Only at 5.30 & 9.15

CHARLIE CHAPLIN

- IN -

"THE PILGRIM"

Today at 2.30

EDDIE POLO

- in -

CAP'N KIDD

Tomorrow at 6 & 9.15

ROBERT WARWICK

- in -

THE FOURTEENTH MAN

WORLD

Des Vaux Road Central.

Friday and Saturday 1st. and 2nd. Feb.

PAULINE FREDERICK

IN

"THE STING OF THE LASH"

A SOUL RECLAIMED—

A STORY OF UNDYING LOVE

The 10th Annual PIANOFORTE RECITAL

OF

PROF. DANENBERG'S PUPILS

WILL BE HELD ON

Monday, 18th February

AT THE

ST. ANDREW'S HALL, CITY HALL

at 5.30 p.m. Sharp.

Tickets obtainable at all the Music Stores

AT \$1.00 EACH.

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